

PORTLAND POLICE BUREAU  
STRATEGIC SERVICES DIVISION

# STOPS DATA COLLECTION

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2024 ANNUAL REPORT

JUNE 27, 2025



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## ITEMS OF NOTE

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The following report provides in-depth statistical analysis of the decision points within the traffic & pedestrian stops conducted by the Portland Police Bureau during 2024. This section highlights changes from prior reports and areas of interest noted within the analysis.

- **Stop Numbers:** Officers from the Portland Police Bureau reported performing 24,182 driver stops across the City in 2024 – a 41 percent increase over the previous year the largest growth over the past five years.
- **Stop Rates:** The injury collision benchmark was used for driver stops made by both Traffic and Non-Traffic personnel because 92 percent of drivers stopped by Bureau personnel – regardless of division – in 2024 were stopped solely for a traffic offense. In 2024, no perceived race / ethnic group of drivers were over- or under-represented in completed stops when compared to the Injury Collision Benchmark. Similarly, the Oregon Criminal Justice Commission 2024 Stops Report found no statistically significant differences in the rate of stopped drivers by the Bureau using the Veil of Darkness methodology.

Traffic personnel stopped significantly more drivers perceived to be Asian, and both Traffic and Non-Traffic personnel stopped significantly more drivers perceived to be Hispanic / Latino or Middle Eastern while stopping significantly fewer drivers perceived to be White over the prior 5 years.

- **Stop Reasons:** In 2024, 98 percent of drivers were stopped solely for traffic offenses. Speeding was the primary offense observed by Traffic Officers (44.2%) with missing or expired license violations as the predominant stop reasons from Non-Traffic personnel (39.8%). There were differences between Traffic personnel and Non-Traffic personnel, including by precinct assignment, in the reason for the stop and perceived race of the driver.
- **Searches:** In 2024, approximately 1 out of every 158 stops included a discretionary search and the majority (60.8%) resulted in found contraband. Only 0.4% of drivers (90) were asked to consent to a voluntary search – the lowest rate recorded since data collection for this element began in 2018. There were no significant differences in the request rate or denial rate based on the perceived race / ethnicity of the driver and this is the fourth straight year that the search rate for Black / African American drivers has moved closer to the overall search rate of White drivers.
- **Stop Disposition:** Traffic officers continue to be significantly more likely to end a stop with a citation and Non-Traffic more likely to use all other disposition types. The reason for the stop and perceived race of the driver were differentially predictive of the stop disposition for Traffic and Non-Traffic personnel. Drivers stopped for a crime other than a traffic offense by Non-Traffic personnel were simultaneously more likely to be arrested or have no enforcement action taken.

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## INTRODUCTION

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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.

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## POLICE BUREAU DISPARITY BENCHMARK

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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 driving 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<sup>1</sup>, 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 were 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 2024, officers indicated that only 2.2 percent (3.3% 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 2024 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.

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<sup>1</sup> 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

Academic researchers have identified the demographics of drivers involved in injury collisions as a best-practice for benchmarking traffic stops<sup>2</sup>. 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<sup>3</sup>. 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 2024 Injury Collision Benchmark<sup>4</sup> summarizes the identified race / ethnicity of involved drivers<sup>5</sup> in injury collisions investigated by Portland Police Bureau officers<sup>6</sup>.

**Table 1. 2024 Injury Collision Statistics, by Race of Drivers**

| Race/Ethnicity          | 2024         |               |
|-------------------------|--------------|---------------|
|                         | Count        | Percent       |
| American Indian/Alaskan | 7            | 0.6%          |
| Asian                   | 71           | 5.9%          |
| Black/African American  | 164          | 13.6%         |
| Hispanic                | 180          | 14.9%         |
| Native Hawaiian         | 10           | 0.8%          |
| White                   | 774          | 64.2%         |
| <b>Total</b>            | <b>1,206</b> | <b>100.0%</b> |

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<sup>2</sup> 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.

<sup>3</sup> Withrow, B.L. & Williams, H. (2015). Proposing a benchmark based on vehicle collision data in racial profiling research. *Criminal Justice Review*, 40, 449 – 469.

<sup>4</sup> 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.

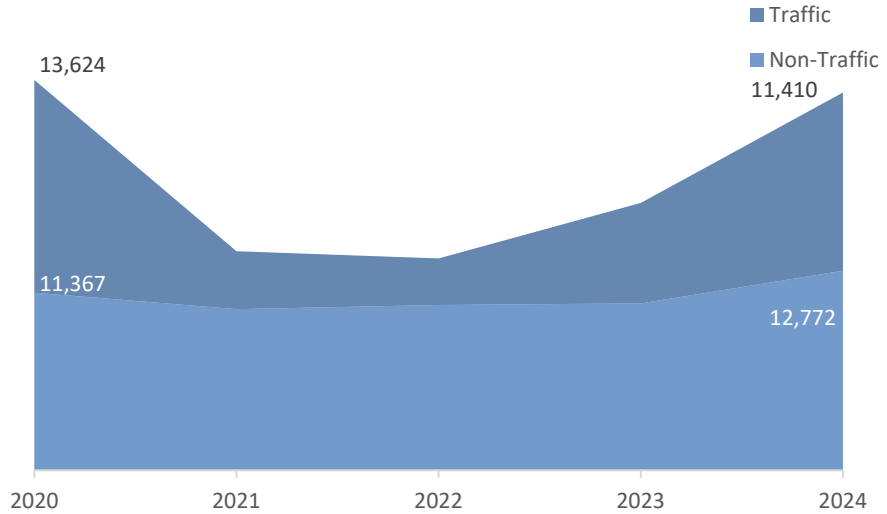
<sup>5</sup> RegJIN does not include an indicator if involved drivers were "at-fault", so all drivers are included in the analysis.

<sup>6</sup> An additional 50 drivers involved in injury collisions were classified as "Unknown" in RegJIN. These were excluded from all benchmark totals.

## BUREAU-WIDE STOPS OF DRIVERS

Officers from the Portland Police Bureau reported performing 24,182 driver stops across the City in 2024 – a 41 percent increase over the previous year and the largest growth over the past five years. Both operational divisions of the PPB increased their number of stops in the past year, with the Traffic Division (6,425 in 2023 vs. 11,410 in 2024) outpacing the growth from personnel in Non-Traffic units (10,688 in 2023 vs. 12,772 in 2024). 2024 was the first year the Traffic Division was staffed year-round with dedicated traffic patrol personnel since 2020.

**Figure 1. The total number of stops increased in back-to-back years.**



Within Non-Traffic responsibility units<sup>7</sup>, all three precincts<sup>8</sup> reported a substantial increase in the number of stops they conducted compared to the prior year. Stops performed by North Precinct personnel (2,283 in 2023 vs. 3,342 in 2024) increased at a faster rate than those in East (4,130 in 2023 vs. 4,683 in 2024) and Central Precincts (2,735 in 2023 vs. 3,637 in 2024). Personnel from the Specialized Resources Division (SRD) – namely the Focused Intervention Team (FIT)<sup>9</sup> – and the Detectives Division were the only responsibility units to decline in stops from year-to-year in the Bureau. The Traffic Division, three precincts, and SRD were the only groups to stop more than – on average – one driver per day in 2024.

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

| Responsibility Unit     | 2024          |             |
|-------------------------|---------------|-------------|
|                         | Count         | Percent     |
| Traffic Division        | 11,410        | 47.2%       |
| East Precinct           | 4,683         | 19.4%       |
| Central Precinct        | 3,637         | 15.0%       |
| North Precinct          | 3,342         | 13.8%       |
| Specialized Resources   | 777           | 3.2%        |
| Other Divisions / Units | 333           | 1.4%        |
| <b>Traffic Total</b>    | <b>24,182</b> | <b>100%</b> |

### 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

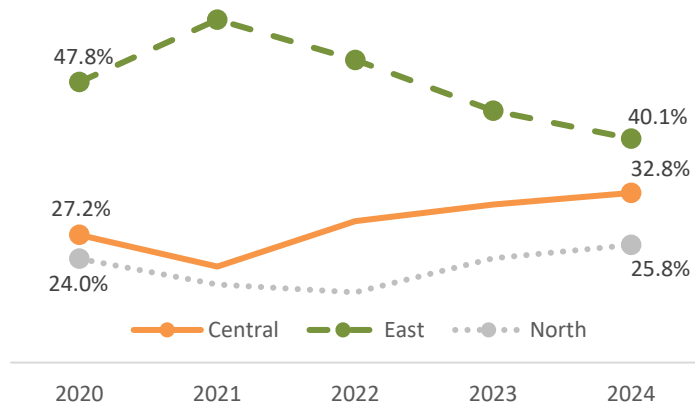
<sup>7</sup> A small number of stops – 72 – could not be accurately assigned to a unit at the time the stop occurred and are excluded from all analyses involving operational units.

<sup>8</sup> Please refer to Appendices I – K for detail precinct cross-tabulations.

<sup>9</sup> Please refer to Appendix H for detailed Focused Intervention Team (FIT) analyses.

location<sup>10</sup>, the largest number of driver stops in 2024 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<sup>11</sup>.

**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 2020.**

|             | Race/Ethnicity           | 2020          |             | 2021          |             | 2022          |             | 2023          |             | 2024          |             |
|-------------|--------------------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|
|             |                          | Count         | Percent     | Count         | Percent     | Count         | Percent     | Count         | Percent     | Count         | Percent     |
| Traffic     | American Indian/Alaskan  | 33            | 0.2%        | 14            | 0.4%        | 10            | 0.3%        | 15            | 0.2%        | 47            | 0.4%        |
|             | Asian                    | 678           | 5.0%        | 203           | 5.5%        | 166           | 5.6%        | 414           | 6.4%        | 709           | 6.2%        |
|             | Black/African American   | 1,714         | 12.6%       | 468           | 12.6%       | 320           | 10.7%       | 833           | 13.0%       | 1,558         | 13.7%       |
|             | Hispanic or Latino       | 1,519         | 11.1%       | 449           | 12.1%       | 389           | 13.0%       | 886           | 13.8%       | 1,774         | 15.5%       |
|             | Middle Eastern           | 139           | 1.0%        | 30            | 0.8%        | 43            | 1.4%        | 106           | 1.6%        | 227           | 2.0%        |
|             | Native Hawaiian          | 77            | 0.6%        | 13            | 0.4%        | 25            | 0.8%        | 48            | 0.7%        | 62            | 0.5%        |
|             | White                    | 9,464         | 69.5%       | 2,535         | 68.3%       | 2,033         | 68.1%       | 4,123         | 64.2%       | 7,033         | 61.6%       |
|             | <b>Traffic Total</b>     | <b>13,624</b> | <b>100%</b> | <b>3,712</b>  | <b>100%</b> | <b>2,986</b>  | <b>100%</b> | <b>6,425</b>  | <b>100%</b> | <b>11,410</b> | <b>100%</b> |
|             | Race/Ethnicity           | 2020          |             | 2021          |             | 2022          |             | 2023          |             | 2024          |             |
|             |                          | Count         | Percent     | Count         | Percent     | Count         | Percent     | Count         | Percent     | Count         | Percent     |
| Non-Traffic | American Indian/Alaskan  | 60            | 0.5%        | 47            | 0.5%        | 73            | 0.7%        | 55            | 0.5%        | 95            | 0.7%        |
|             | Asian                    | 472           | 4.2%        | 402           | 3.9%        | 340           | 3.2%        | 452           | 4.2%        | 592           | 4.6%        |
|             | Black/African American   | 2,554         | 22.5%       | 2,041         | 19.8%       | 2,241         | 21.3%       | 2,394         | 22.4%       | 2,811         | 22.0%       |
|             | Hispanic or Latino       | 1,133         | 10.0%       | 1,152         | 11.2%       | 1,291         | 12.3%       | 1,578         | 14.8%       | 2,173         | 17.0%       |
|             | Middle Eastern           | 156           | 1.4%        | 149           | 1.4%        | 154           | 1.5%        | 195           | 1.8%        | 282           | 2.2%        |
|             | Native Hawaiian          | 104           | 0.9%        | 90            | 0.9%        | 96            | 0.9%        | 106           | 1.0%        | 122           | 1.0%        |
|             | White                    | 6,888         | 60.6%       | 6,435         | 62.4%       | 6,341         | 60.2%       | 5,904         | 55.3%       | 6,697         | 52.4%       |
|             | <b>Non-Traffic Total</b> | <b>11,367</b> | <b>100%</b> | <b>10,316</b> | <b>100%</b> | <b>10,536</b> | <b>100%</b> | <b>10,684</b> | <b>100%</b> | <b>12,772</b> | <b>100%</b> |

<sup>10</sup> About 4 percent of stops since 2020 cannot have their location verified by the system due to non-standard location entries or typographical errors. These stops are excluded from location analyses.

<sup>11</sup> Central:  $p < .11$ ,  $r^2 = .65$ ; East:  $p < .19$ ,  $r^2 = .50$ ; North:  $p < .48$ ,  $r^2 = .18$

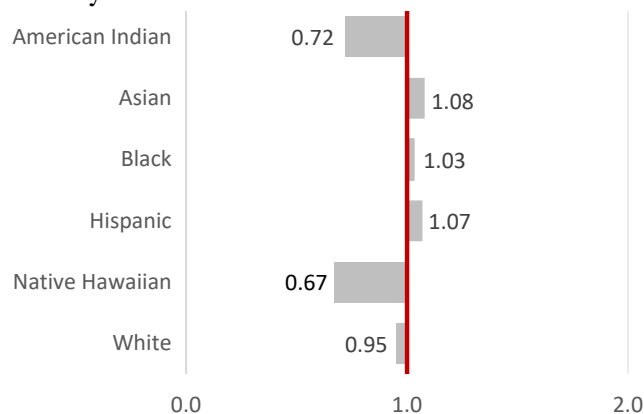
## TRAFFIC DIVISION

Officers from the Traffic Division are the primary traffic enforcement arm of the Portland Police Bureau. Officers routinely patrol the High Crash Network<sup>12</sup>, 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<sup>13</sup>, whose goal is to eliminate deaths and serious injuries on Portland streets. The Injury Collision Benchmark (see Table 1) is utilized to assess potential biases of officers enforcing traffic laws.

The racial demographics of drivers stopped by PPB Traffic officers has significantly changed over the past five years, with officers stopping significantly more<sup>14</sup> Asian (5.0% in 2020 vs. 6.2% in 2024), Hispanic / Latino (11.1% in 2020 vs. 15.5% in 2024) and Middle Eastern (1.0% in 2020 vs. 2.0% in 2024) drivers while stopping significantly fewer<sup>15</sup> White drivers (69.5% in 2020 vs. 61.6% in 2024).

The stop rate of Black / African American<sup>16</sup> (21.6% in 2020 vs. 13.7% in 2024) and Native Hawaiian or Other Pacific Islander<sup>17</sup> (0.6% in 2020 vs. 0.5% in 2024) drivers have remained statistically steady over the past five years. In 2024, 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.

**Figure 3. No group was under- or over-represented in stops made by Traffic Officers in 2024.**



## 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 driver population benchmark as the vast majority of their stops are solely for traffic-related violations and crimes.

<sup>12</sup> <https://www.portland.gov/transportation/vision-zero/high-crash-network>

<sup>13</sup> <https://www.portland.gov/transportation/vision-zero/about-vision-zero>

<sup>14</sup>  $p < .001$ ,  $r^2 > .99$

<sup>15</sup>  $p < .02$ ,  $r^2 = .90$

<sup>16</sup>  $p < .65$ ,  $r^2 = .08$

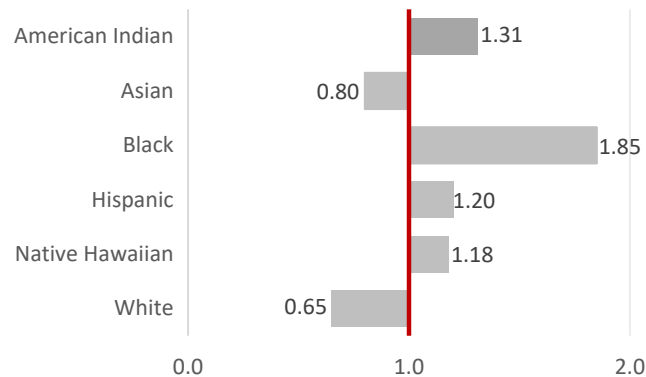
<sup>17</sup>  $p < .64$ ,  $r^2 = .09$

Non-Traffic divisions have seen slight changes in demographic stop rates over the past five years.

Officers have significantly increased the number of stops on drivers perceived to be Hispanic / Latino<sup>18</sup> (10.0% in 2020 vs. 17.0% in 2024) or Middle Eastern<sup>19</sup> (1.4% in 2020 vs. 2.4% in 2024) while significantly decreasing the number of stops on drivers perceived to be White<sup>20</sup> (60.6% in 2020 vs. 52.4% in 2024). The stop rates for all other perceived racial

/ ethnic groups have remained statistically similar, with Asian<sup>21</sup> (4.2% in 2020 vs. 4.6% in 2024), Black / African American<sup>22</sup> (22.5% in 2020 vs. 22.0% in 2024), and Native Hawaiian or Other Pacific Islander<sup>23</sup> (0.9% in 2020 vs. 1.0% in 2024) drivers showing little change over the past five years. In 2024, no individual group of drivers were over- or under-represented in stops when compared to the 2024 Injury Collision Benchmark.

**Figure 4. Non-Traffic officers stopped drivers in-line with the Injury Collision Benchmark in 2024.**



The findings of no disparity in stop demographics in either the Traffic or Non-Traffic Division aligns with the findings from the Oregon Criminal Justice Commission (CJC) in their annual reports on law enforcement stops practices across the State of Oregon<sup>24</sup>. The CJC utilizes a different research-support benchmarking method – The Veil of Darkness (VoD)<sup>25</sup> – to assess potential disparities. The VoD methodology only analyzes the stops that occur during the morning and evening intertwilight periods when darkness varies by time of year (i.e., the evening intertwilight period is from 4:27 p.m. to 9:03 p.m.). With the assumption that the driving population during the intertwilight periods is unlikely to vary throughout the year, researchers code each stop as occurring in day or night and statistically compare the stop demographics between the two periods. The test identifies a disparity if the stop rates of non-White drivers are statistically higher during the daylight portions of the intertwilight period when it is assumed to be easier for officers to discern the demographics of the subject prior to the decision to stop. The 2024 Annual Report<sup>26</sup> from the CJC reported on PPB stops from July 1, 2023 and June 30, 2024 and determined that there were no statistically significant differences in the rate of stopped drivers between daytime and nighttime in the intertwilight periods. This result aligns with the PPB findings that no individual group of drivers were over- or under-represented in stops when compared to the 2024 Injury Collision Benchmark.

<sup>18</sup>  $p < .02$ ,  $r^2 = .88$

<sup>19</sup>  $p < .03$ ,  $r^2 = .84$

<sup>20</sup>  $p < .05$ ,  $r^2 = .80$

<sup>21</sup>  $p < .51$ ,  $r^2 = .16$

<sup>22</sup>  $p < .55$ ,  $r^2 = .13$

<sup>23</sup>  $p < .21$ ,  $r^2 = .47$

<sup>24</sup> <https://www.oregon.gov/cjc/stop/pages/default.aspx>

<sup>25</sup> Grogger, J. & Ridgeway, G. (2006). Testing for racial profiling in traffic stops from behind a veil of darkness. *Journal of the American Statistical Association*, 475, 878 – 887.

<sup>26</sup> [https://www.oregon.gov/cjc/CJC%20Document%20Library/STOP\\_Report\\_2024.pdf](https://www.oregon.gov/cjc/CJC%20Document%20Library/STOP_Report_2024.pdf)

## Driver Stop Reasons

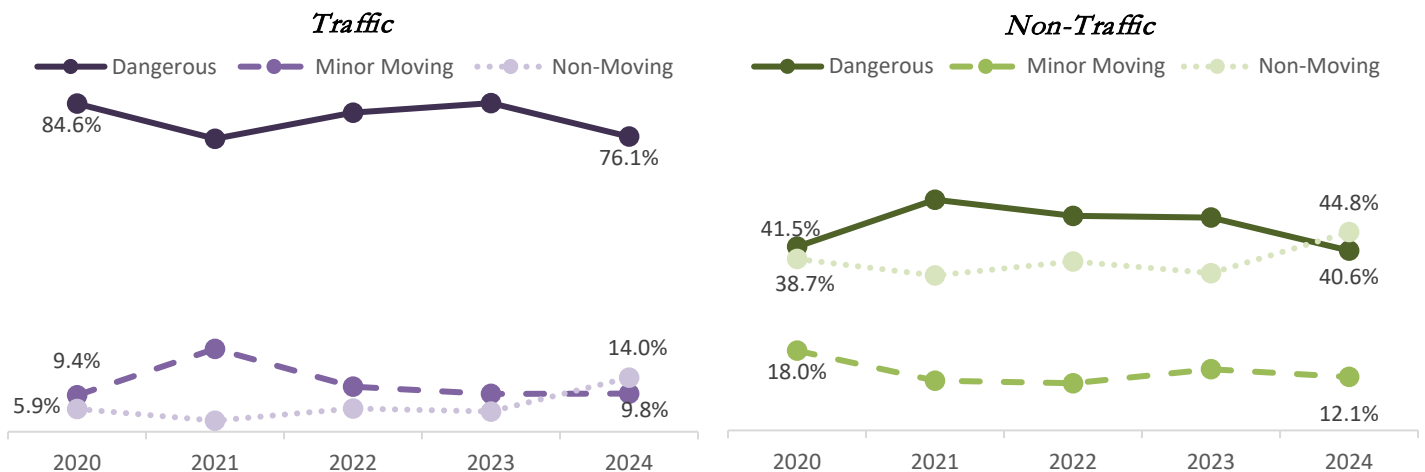
Differential stop patterns based on the intersection between the driver's perceived race and the severity of the alleged infraction can highlight biased police behavior; specifically, non-White drivers being stopped at a higher rate for more minor infractions can be an indicator of biased policing. A 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 2024 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<sup>27</sup>, whereas Traffic Officers almost exclusively only stopped drivers for traffic offenses. Within the different responsibility units<sup>28</sup>, personnel assigned to East Precinct were significantly more likely to stop a subject based on the probable cause / reasonable suspicion of some other crime than the two other precincts while Central Precinct personnel were significantly more likely to stop a driver solely for traffic offenses.

**Table 4. The majority of drivers were stopped in 2024 solely for traffic offenses.**

|             | Race/Ethnicity          | Traffic Reason Only |              | Traffic and Other Crime |             | Non-Traffic Offense Only |             |
|-------------|-------------------------|---------------------|--------------|-------------------------|-------------|--------------------------|-------------|
|             |                         | Count               | Percent      | Count                   | Percent     | Count                    | Percent     |
| Traffic     | American Indian/Alaskan | 47                  | 100.0%       | 0                       | 0.0%        | 0                        | 0.0%        |
|             | Asian                   | 708                 | 100.0%       | 0                       | 0.0%        | 0                        | 0.0%        |
|             | Black/African American  | 1,558               | 100.0%       | 0                       | 0.0%        | 0                        | 0.0%        |
|             | Hispanic or Latino      | 1,773               | 99.9%        | 0                       | 0.0%        | 1                        | 0.1%        |
|             | Middle Eastern          | 226                 | 99.6%        | 0                       | 0.0%        | 1                        | 0.4%        |
|             | Native Hawaiian         | 62                  | 100.0%       | 0                       | 0.0%        | 0                        | 0.0%        |
|             | White                   | 7,027               | 99.9%        | 0                       | 0.0%        | 6                        | 0.1%        |
|             | <b>Total</b>            | <b>11,401</b>       | <b>99.9%</b> | <b>0</b>                | <b>0.0%</b> | <b>8</b>                 | <b>0.1%</b> |
| Non-Traffic | American Indian/Alaskan | 91                  | 95.8%        | 0                       | 0.0%        | 4                        | 4.2%        |
|             | Asian                   | 572                 | 96.9%        | 3                       | 0.5%        | 15                       | 2.5%        |
|             | Black/African American  | 2,706               | 96.4%        | 50                      | 1.8%        | 52                       | 1.9%        |
|             | Hispanic or Latino      | 2,060               | 94.8%        | 25                      | 1.2%        | 87                       | 4.0%        |
|             | Middle Eastern          | 270                 | 96.1%        | 1                       | 0.4%        | 10                       | 3.6%        |
|             | Native Hawaiian         | 118                 | 96.7%        | 0                       | 0.0%        | 4                        | 3.3%        |
|             | White                   | 6,499               | 97.1%        | 60                      | 0.9%        | 131                      | 2.0%        |
|             | <b>Total</b>            | <b>12,316</b>       | <b>96.5%</b> | <b>139</b>              | <b>1.1%</b> | <b>303</b>               | <b>2.4%</b> |

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



<sup>27</sup>  $\chi^2 = 380.007, p < .001, df = 2$

<sup>28</sup>  $\chi^2 = 143.771, p < .001, df = 4$

As a whole, the Non-Traffic organizational group displayed differential stop patterns based on the perceived race of the driver<sup>29</sup>. Drivers perceived to be White were significantly more likely to be stopped solely for traffic offenses than drivers perceived to be Hispanic / Latino. Within specific responsibility units, East Precinct

personnel were significantly more likely<sup>30</sup> to stop Hispanic / Latino subjects based on the probable cause / reasonable suspicion of a non-traffic crime. Sample size constraints precluded investigating if personnel from the Traffic Division, Central Precinct, or North Precinct displayed differential stop behaviors based on the perceived race / ethnicity of the subject.

The majority of driver stops initiated by Portland Police Bureau officers in 2024 were for Dangerous Driving Behaviors (57.4%) with Non-Moving Violations the second most common reason (30.3%). Similar to prior years, the two organization groups stopped drivers for significantly different reasons in 2024<sup>31</sup> as Traffic personnel were significantly more likely to stop a driver for a Dangerous Driving Behavior while Non-Traffic personnel were significantly more likely to stop a driver for every other category. The Traffic Division has remained statistically consistent<sup>32</sup> in stop rates over the past five years, with Dangerous Driving Behaviors reported as the dominant stop reason for all five years (84.6% in 2020 vs. 76.1% in 2024). Non-Traffic personnel have also remained statistically consistent<sup>33</sup>, although 2024 is the first time on record that Non-Moving Violations were reported as the most common stop reason (38.7% in 2020 vs. 44.8% in 2024) as opposed to Dangerous Driving Behaviors (41.5% in 2020 vs. 40.6% in 2024). In 2024, speeding was

**Table 5. Non-Traffic Officers were significantly more likely to stop a driver for a Non-Moving Violation or Minor Moving Violations in 2024.**

|             | Race/Ethnicity          | Moving Violations |              |              |              | Non-Moving Violations |              | Non-Traffic Offenses |             |
|-------------|-------------------------|-------------------|--------------|--------------|--------------|-----------------------|--------------|----------------------|-------------|
|             |                         | Dangerous         |              | Minor        |              |                       |              |                      |             |
|             |                         | Count             | Percent      | Count        | Percent      | Count                 | Percent      | Count                | Percent     |
| Traffic     | American Indian/Alaskan | 29                | 61.7%        | 6            | 12.8%        | 12                    | 25.5%        | 0                    | 0.0%        |
|             | Asian                   | 539               | 76.0%        | 70           | 9.9%         | 99                    | 14.0%        | 1                    | 0.1%        |
|             | Black/African American  | 1,109             | 71.2%        | 188          | 12.1%        | 261                   | 16.8%        | 0                    | 0.0%        |
|             | Hispanic or Latino      | 1,359             | 76.6%        | 132          | 7.4%         | 282                   | 15.9%        | 1                    | 0.1%        |
|             | Middle Eastern          | 179               | 78.9%        | 11           | 4.8%         | 36                    | 15.9%        | 1                    | 0.4%        |
|             | Native Hawaiian         | 46                | 74.2%        | 8            | 12.9%        | 8                     | 12.9%        | 0                    | 0.0%        |
|             | White                   | 5,427             | 77.2%        | 706          | 10.0%        | 894                   | 12.7%        | 6                    | 0.1%        |
|             | <b>Total</b>            | <b>8,688</b>      | <b>76.1%</b> | <b>1,121</b> | <b>9.8%</b>  | <b>1,592</b>          | <b>14.0%</b> | <b>9</b>             | <b>0.1%</b> |
|             | Race/Ethnicity          | Moving Violations |              |              |              | Non-Moving Violations |              | Non-Traffic Offenses |             |
|             |                         | Dangerous         |              | Minor        |              |                       |              |                      |             |
|             |                         | Count             | Percent      | Count        | Percent      | Count                 | Percent      | Count                | Percent     |
| Non-Traffic | American Indian/Alaskan | 40                | 42.1%        | 17           | 17.9%        | 34                    | 35.8%        | 4                    | 4.2%        |
|             | Asian                   | 299               | 50.5%        | 71           | 12.0%        | 205                   | 34.6%        | 17                   | 2.9%        |
|             | Black/African American  | 1,109             | 39.5%        | 326          | 11.6%        | 1,321                 | 47.0%        | 55                   | 2.0%        |
|             | Hispanic or Latino      | 901               | 41.5%        | 255          | 11.7%        | 929                   | 42.8%        | 88                   | 4.0%        |
|             | Middle Eastern          | 124               | 44.0%        | 36           | 12.8%        | 111                   | 39.4%        | 11                   | 3.9%        |
|             | Native Hawaiian         | 45                | 36.9%        | 16           | 13.1%        | 57                    | 46.7%        | 4                    | 3.3%        |
|             | White                   | 2,672             | 39.9%        | 822          | 12.3%        | 3,065                 | 45.8%        | 138                  | 2.1%        |
|             | <b>Total</b>            | <b>5,190</b>      | <b>40.6%</b> | <b>1,543</b> | <b>12.1%</b> | <b>5,722</b>          | <b>44.8%</b> | <b>317</b>           | <b>2.5%</b> |

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

| Traffic                                 |       |         |
|-----------------------------------------|-------|---------|
|                                         | Count | Percent |
| Speeding                                | 5,047 | 44.2%   |
| Distracted Driving                      | 1,903 | 16.7%   |
| Missing or Expired License Plates       | 1,388 | 12.2%   |
| Failure to Obey Traffic Control Devices | 1,172 | 10.3%   |
| Safety Belt Violations                  | 743   | 6.5%    |
| Non-Traffic                             |       |         |
|                                         | Count | Percent |
| Missing or Expired License Plates       | 5,084 | 39.8%   |
| Failure to Obey Traffic Control Devices | 2,172 | 17.0%   |
| Speeding                                | 1,387 | 10.9%   |
| Turning Violations                      | 1,023 | 8.0%    |
| Lane Use Violations                     | 741   | 5.8%    |

<sup>29</sup>  $\chi^2 = 49.826, p < .001, df = 6$

<sup>30</sup>  $\chi^2 = 7.908, p < .10, df = 4$

<sup>31</sup>  $\chi^2 = 2583.431, p < .001, df = 3$

<sup>32</sup> Dangerous:  $p < .66, r^2 = .07$ ; Minor:  $p < .59, r^2 = .11$ ; Non-Moving:  $p < .20, r^2 = .48$

<sup>33</sup> Dangerous:  $p < .77, r^2 = .03$ ; Minor:  $p < .40, r^2 = .24$ ; Non-Moving:  $p < .38, r^2 = .26$

the primary offense observed by Traffic Officers (44.2% in 2024) while missing or expired license violations were the predominant stop reasons from Non-Traffic personnel (39.8% in 2024).

The three precincts differed significantly<sup>34</sup> 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 (51.3%) than either Central (40.9%) or North Precinct (41.3%) personnel while Central Precinct personnel were significantly more likely to stop for Dangerous Driving Behaviors (47.0%) than East (34.3%) or North (44.0%) personnel. North Precinct personnel were significantly more likely to stop for Minor Moving Violations (12.9%) than East Precinct (10.9%). A missing or expired license plate was the most common stop reason across all three precincts in 2024 (Central: 36.8% ; East: 45.8% ; North: 35.8%).

Non-Traffic Personnel displayed differential stop behavior based on the perceived race of the driver<sup>35</sup>. Drivers perceived to be Asian were significantly more likely to be stopped for a Dangerous Driving Behavior than Black / African American, Hispanic / Latino, or White drivers while the inverse is true for Non-Moving Violations. There were no observed differences between White drivers and Black / African American or Hispanic / Latino drivers for any category. Within the individual Non-Traffic responsibility units, there were no significant differences between drivers perceived to be White and Black / African American or Latino drivers except in Central Precinct<sup>36</sup> where personnel were significantly more likely to stop drivers perceived to Black / African American for Non-Moving Violations than Hispanic / Latino, Middle Eastern, or White drivers. The Traffic Division also reported significant differences<sup>37</sup>, with Black / African American and Hispanic / Latinos drivers significantly more likely to be stopped for Non-Moving Violations than White drivers. Hispanic / Latino drivers were also significantly more likely to be stopped for Minor Moving Violations than White drivers.

## 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<sup>38</sup>. Consent search requests may also highlight troubling power dynamics between law enforcement officers and community members<sup>39</sup> – especially for Black / African American

**Table 7. No group was asked to consent to a search significantly more than others in 2024.**

| Race/Ethnicity          | Consent Search |             |           |              |
|-------------------------|----------------|-------------|-----------|--------------|
|                         | Requests       | Rate        | Refusals  | Rate         |
| American Indian/Alaskan | 0              | 0.0%        | --        | --           |
| Asian                   | 5              | 0.4%        | 2         | 40.0%        |
| Black/African American  | 16             | 0.4%        | 5         | 31.3%        |
| Hispanic or Latino      | 17             | 0.4%        | 9         | 52.9%        |
| Middle Eastern          | 0              | 0.0%        | --        | --           |
| Native Hawaiian         | 1              | 0.5%        | 1         | 100.0%       |
| White                   | 51             | 0.4%        | 27        | 52.9%        |
| <b>Total</b>            | <b>90</b>      | <b>0.4%</b> | <b>44</b> | <b>48.9%</b> |

<sup>34</sup>  $\chi^2 = 272.092, p < .001, df = 6$

<sup>35</sup>  $\chi^2 = 44.634, p < .001, df = 12$

<sup>36</sup>  $\chi^2 = 33.625, p < .001, df = 8$

<sup>37</sup>  $\chi^2 = 59.362, p < .001, df = 12$

<sup>38</sup> Bandes, S. A. (2018). Police accountability and the problem of regulating consent searches. *University of Illinois Law Review*, 1759.

<sup>39</sup> Sommers, R. & Bohns, V.K. (2018). The voluntariness of voluntary consent: Consent searches and the psychology of compliance. *Yale Law Journal*, 128.

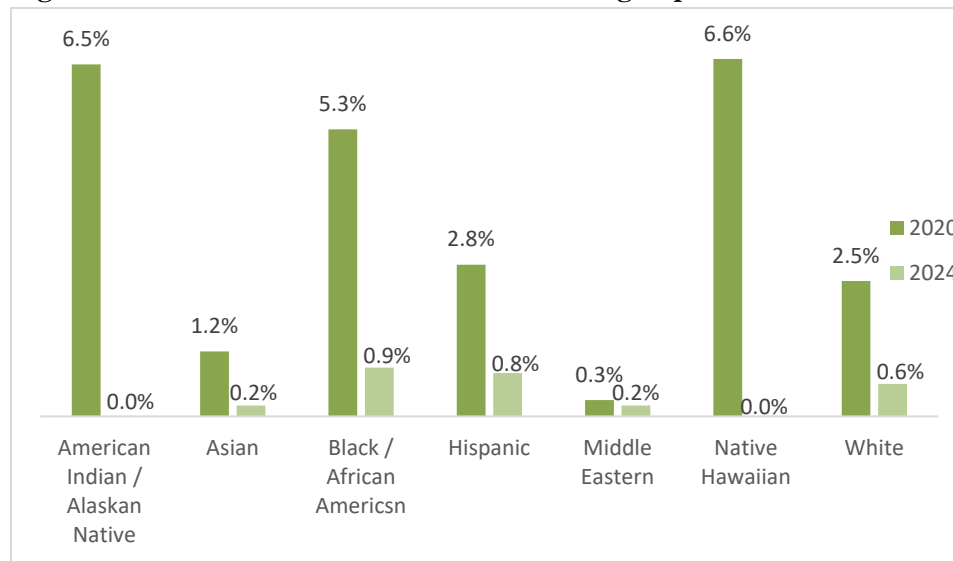
individuals – as compliance with police requests is used as a strategy to minimize potential negative outcomes from contact with law enforcement officials<sup>40</sup>.

In 2024, 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<sup>41</sup>, decreased the number of consent search requests over the past five years (1.9% in 2020 vs. 0.4% in 2024). Conversely, the denial rate increased in 2023 – continuing a five-year significant trend<sup>42</sup> – with drivers refusing to consent to a search on 49 percent of requests received compared to 20 percent in 2020. There were no significant differences in the request rate<sup>43</sup> or denial rate<sup>44</sup> based on the perceived race / ethnicity of the driver in 2024.

## Search Rates

A common measure for examining bias policing is to examine racial disparities in searches. Police can exercise their discretion in one of two ways during a search—low discretion or high discretion search. In low discretion searches, policy or training dictates the likelihood of a search occurring. For example, if police stop an individual and take custody of them to administer a breathalyzer test, policy would require that the subject be searched for weapons prior to being transported. In high discretion searches, such as consent searches, police officers exercise more judgment in their decision to search. Racial profiling experts maintain that if police overuse high discretion searches on people of color, especially when combined with a lower rate of recovering contraband, it could suggest that police are engaged in biased policing<sup>45</sup>.

**Figure 6. Search rates have declined for all racial groups 2020.**



In 2024, approximately 1 out of every 158 stops (0.6% of all stops) performed by Portland Police Bureau on drivers included a discretionary search. Non-Traffic officers perform the majority of searches associated with driver stops in the Bureau, accounting for about 85 percent of all searches

<sup>40</sup> 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.

<sup>41</sup>  $p < .004$ ,  $r^2 = .96$

<sup>42</sup>  $p < .02$ ,  $r^2 = .90$

<sup>43</sup>  $\chi^2 = 0.315$ ,  $p < .96$ ,  $df = 3$

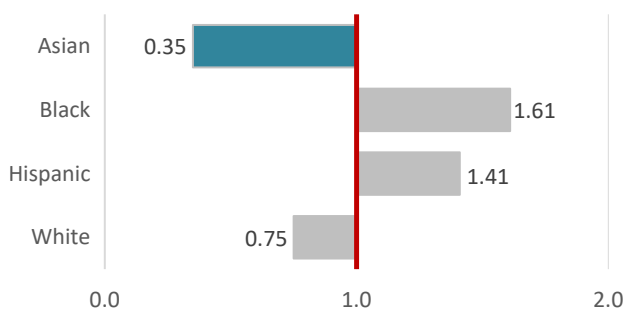
<sup>44</sup>  $\chi^2 = 2.439$ ,  $p < .30$ ,  $df = 2$

<sup>45</sup> Knowles, J., Persico, N., & Todd, P. (2001). Racial bias in motor vehicle searches: Theory and evidence. *Journal of Political Economy*, 109.

conducted since 2020. The 2024 search rate is the lowest on record for the Portland Police Bureau, with Non-Traffic<sup>46</sup> and Traffic<sup>47</sup> personnel showing a significant and consistent decline in the overall number of searches performed on an annual basis. Drivers stopped by personnel from the Specialized Resources Division (1.9% discretionary search rate) are significantly more likely<sup>48</sup> to be searched than any other responsibility unit, with the three precincts (Central: 0.5% ; East: 0.9% ; North: 0.4%) and the Traffic Division (0.5%) similar in search rates.

Portland Police Bureau officers showed significant differences<sup>49</sup> at how they searched drivers of different perceived race / ethnicities – but not at concerning disparate rates. Post-hoc analyses with a Bonferroni correction failed to discern any specific statistical differences between the different perceived individual racial / ethnic groups tested in 2024. Additionally, not a single group was over-represented in the disparity analysis which compares the search rates to the observed stop rates in 2024. Historically, Bureau personnel disparately searched Black / African American drivers; however, this is the fourth 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

**Figure 7. There were no observed disparities in the conducted searches in 2024.**



**Table 8. In 2024, Traffic personnel were significantly more likely to search with a warrant exception while Non-Traffic personnel relied on consent.**

|             | Total Subjects Searched |           | Consent     |           | Warrant      |           | Warrant Exception |           |
|-------------|-------------------------|-----------|-------------|-----------|--------------|-----------|-------------------|-----------|
|             | Race/Ethnicity          | Searches  | Rate        | Count     | Percent      | Count     | Percent           | Count     |
|             |                         |           |             |           |              |           |                   |           |
| Traffic     | American Indian/Alaskan | 0         | 0.0%        | --        | --           | --        | --                | --        |
|             | Asian                   | 0         | 0.0%        | --        | --           | --        | --                | --        |
|             | Black/African American  | 17        | 1.1%        | 0         | 0.0%         | 0         | 0.0%              | 17        |
|             | Hispanic or Latino      | 13        | 0.7%        | 1         | 7.7%         | 3         | 23.1%             | 9         |
|             | Middle Eastern          | 0         | 0.0%        | --        | --           | --        | --                | --        |
|             | Native Hawaiian         | 0         | 0.0%        | --        | --           | --        | --                | --        |
|             | White                   | 29        | 0.4%        | 3         | 10.3%        | 4         | 13.8%             | 28        |
|             | <b>Total</b>            | <b>59</b> | <b>0.5%</b> | <b>4</b>  | <b>6.8%</b>  | <b>7</b>  | <b>11.9%</b>      | <b>54</b> |
| Non-Traffic | American Indian/Alaskan | 0         | 0.0%        | --        | --           | --        | --                | --        |
|             | Asian                   | 3         | 0.5%        | 3         | 100.0%       | 0         | 0.0%              | 0         |
|             | Black/African American  | 23        | 0.8%        | 11        | 47.8%        | 4         | 17.4%             | 8         |
|             | Hispanic or Latino      | 20        | 0.9%        | 7         | 35.0%        | 4         | 20.0%             | 11        |
|             | Middle Eastern          | 1         | 0.4%        | 0         | 0.0%         | 1         | 100.0%            | 1         |
|             | Native Hawaiian         | 0         | 0.0%        | --        | --           | --        | --                | --        |
|             | White                   | 47        | 0.7%        | 21        | 44.7%        | 4         | 8.5%              | 23        |
|             | <b>Total</b>            | <b>94</b> | <b>1.0%</b> | <b>42</b> | <b>44.7%</b> | <b>13</b> | <b>13.8%</b>      | <b>43</b> |

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

<sup>46</sup>  $p < .03$ ,  $r^2 = .87$

<sup>47</sup>  $p < .04$ ,  $r^2 = .81$

<sup>48</sup>  $\chi^2 = 31.877$ ,  $p < .001$ ,  $df = 4$

<sup>49</sup>  $\chi^2 = 12.389$ ,  $p < .006$ ,  $df = 3$

five years, with American Indian / Alaskan Native<sup>50</sup>, Black / African American<sup>51</sup>, Hispanic / Latino<sup>52</sup>, and White<sup>53</sup> all falling at a significant and consistent rate.

Prior to 2021, Consent searches were the most utilized search type in the Bureau, always representing at least half of all searches conducted. However, for the fourth straight year, Consent searches (30.1% of all searches in 2024 and 0.2% of all driver stops in 2024) were displaced by Warrant Exception (63.4% of all searches in 2024 and 0.4% of all driver stops in 2024) searches as the top search method<sup>54</sup>. Non-Traffic personnel were significantly more likely to utilize Consent to search<sup>55</sup> while Traffic personnel were significantly more likely to utilize a Warrant Exception<sup>56</sup> on stopped drivers. There were no significant differences in the utilization of search type<sup>57</sup> based on the perceived race / ethnicity of the stopped subject from Non-Traffic personnel. There were too few searches conducted in 2024 to conduct any pairwise analyses based on the perceived race / ethnicity of the subject for individual precincts and responsibility units – including the Traffic Division – within the Bureau.

The decline in conducted Consent Searches is likely due – at least in part – to the 2019 Oregon Supreme Court ruling<sup>58</sup> 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 maintained a steady and effective rate<sup>59</sup> of detecting prohibited material, including alcohol, drugs, stolen property, firearms<sup>60</sup>, other weapons, and other illegal contraband during searches. Since 2020, the overall hit rate has varied between 60 and 70 percent – a marked improvement from prior to 2020 when the majority of searches ended without uncovering contraband. Both divisions were successful in their searches more than half the time (Traffic: 69.5% hit rate in 2024 ; Non-Traffic:

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

| Search Type       | Total Searches | Found Contraband |         |
|-------------------|----------------|------------------|---------|
|                   | Count          | Count            | Percent |
| Consent           | 46             | 18               | 39.1%   |
| Warrant           | 20             | 17               | 85.0%   |
| Warrant Exception | 97             | 66               | 68.0%   |

<sup>50</sup>  $p < .02$ ,  $r^2 = .89$

<sup>51</sup>  $p < .02$ ,  $r^2 = .91$

<sup>52</sup>  $p < .03$ ,  $r^2 = .86$

<sup>53</sup>  $p < .01$ ,  $r^2 = .92$

<sup>54</sup> Officers can indicate more than one search type per stop.

<sup>55</sup>  $\chi^2 = 24.765$ ,  $p < .001$ ,  $df = 1$

<sup>56</sup>  $\chi^2 = 32.740$ ,  $p < .001$ ,  $df = 1$

<sup>57</sup> Consent:  $\chi^2 = 0.789$ ,  $p < .68$ ,  $df = 2$  ; Warrant Exception:  $\chi^2 = 1.960$ ,  $p < .38$ ,  $df = 2$

<sup>58</sup> Oregon v. Arreola-Botello. 64 Or. 695 (2019).

<sup>59</sup>  $p < .72$ ,  $r^2 = .06$

<sup>60</sup> Previously, firearm recoveries and other weapon recoveries were reported as a singular “weapons” category.

55.3% hit rate in 2024), similar to the past five years<sup>61</sup>. Warrant and Warrant Exceptions searches are the most likely to discover contraband, while Consent searches are the least likely to be successful<sup>62</sup>.

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

| Race/Ethnicity          | Total Searches | Found Contraband |              | Alcohol   |              | Drugs     |              | Firearms  |             | Other Weapons |             | Stolen Property |             | Other     |              |
|-------------------------|----------------|------------------|--------------|-----------|--------------|-----------|--------------|-----------|-------------|---------------|-------------|-----------------|-------------|-----------|--------------|
|                         | Count          | Count            | Percent      | Count     | Percent      | Count     | Percent      | Count     | Percent     | Count         | Percent     | Count           | Percent     | Count     | Percent      |
| American Indian/Alaskan | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --           |
| Asian                   | 3              | 2                | 66.7%        | 0         | 0.0%         | 0         | 0.0%         | 0         | 0.0%        | 0             | 0.0%        | 1               | 33.3%       | 1         | 33.3%        |
| Black/African American  | 40             | 27               | 67.5%        | 11        | 27.5%        | 6         | 15.0%        | 8         | 20.0%       | 0             | 0.0%        | 1               | 2.5%        | 7         | 17.5%        |
| Hispanic or Latino      | 33             | 18               | 54.5%        | 9         | 27.3%        | 5         | 15.2%        | 0         | 0.0%        | 0             | 0.0%        | 0               | 0.0%        | 8         | 24.2%        |
| Middle Eastern          | 1              | 0                | 0.0%         | 0         | 0.0%         | 0         | 0.0%         | 0         | 0.0%        | 0             | 0.0%        | 0               | 0.0%        | 0         | 0.0%         |
| Native Hawaiian         | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --           |
| White                   | 76             | 46               | 60.5%        | 19        | 25.0%        | 17        | 22.4%        | 5         | 6.6%        | 1             | 1.3%        | 1               | 1.3%        | 11        | 14.5%        |
| <b>Total</b>            | <b>153</b>     | <b>93</b>        | <b>60.8%</b> | <b>39</b> | <b>25.5%</b> | <b>28</b> | <b>18.3%</b> | <b>13</b> | <b>8.5%</b> | <b>1</b>      | <b>0.7%</b> | <b>3</b>        | <b>2.0%</b> | <b>27</b> | <b>17.6%</b> |

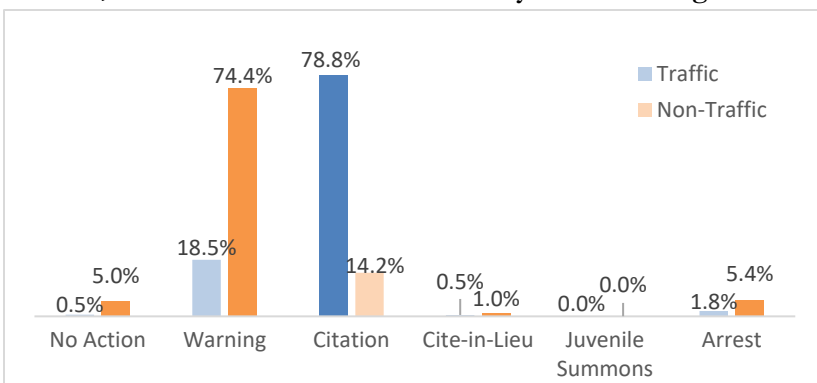
The overall hit rates for all perceived racial / ethnic groups have been highly variable over the past five years due to small sample sizes; however, most of them have generally increased at a non-significant rate. The perceived race of the driver is not a significant predictor whether or not contraband will be found at the conclusion of a search<sup>63</sup>. 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.

The largest number of driver stops performed by PPB sworn personnel in 2024 (48.0%) resulted in a warning issued to the vehicle operator. Driver disposition has remained steady over the past five years, with the vast majority of stops either ending with a warning or citation<sup>64</sup>. In 2024 – as in prior years – the final disposition of the stop varies significantly<sup>65</sup>

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



<sup>61</sup> Traffic:  $p < .50$ ,  $r^2 = .17$ ; Non-Traffic:  $p < .95$ ,  $r^2 = .00$

<sup>62</sup> 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.

<sup>63</sup>  $\chi^2 = 1.296$ ,  $p < .53$ ,  $df = 2$

<sup>64</sup> No Enforcement Action:  $p < .82$ ,  $r^2 = .02$ ; Warning:  $p < .98$ ,  $r^2 = .00$ ; Citation:  $p < .99$ ,  $r^2 = .00$ ; Cite-In-Lieu:  $p < .60$ ,  $r^2 = .10$ ; Juvenile Summons:  $p < .26$ ,  $r^2 = .39$ ; Arrested:  $p < .99$ ,  $r^2 = .00$

<sup>65</sup>  $\chi^2 = 10196.711$ ,  $p < .001$ ,  $df = 4$

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.**

| Traffic     | Total Stops             |        |         | Enforcement Action |         |         |         |          |         |              |         |                  |         |          |         |
|-------------|-------------------------|--------|---------|--------------------|---------|---------|---------|----------|---------|--------------|---------|------------------|---------|----------|---------|
|             | Race/Ethnicity          | Count  | Percent | None               |         | Warning |         | Citation |         | Cite-in-Lieu |         | Juvenile Summons |         | Arrested |         |
|             |                         |        |         | Count              | Percent | Count   | Percent | Count    | Percent | Count        | Percent | Count            | Percent | Count    | Percent |
|             | American Indian/Alaskan | 47     | 0.4%    | 0                  | 0.0%    | 13      | 27.7%   | 31       | 66.0%   | 1            | 2.1%    | 0                | 0.0%    | 2        | 4.3%    |
|             | Asian                   | 709    | 6.2%    | 3                  | 0.4%    | 172     | 24.3%   | 532      | 75.0%   | 0            | 0.0%    | 0                | 0.0%    | 2        | 0.3%    |
|             | Black/African American  | 1,558  | 13.7%   | 6                  | 0.4%    | 342     | 22.0%   | 1,152    | 73.9%   | 8            | 0.5%    | 0                | 0.0%    | 50       | 3.2%    |
|             | Hispanic or Latino      | 1,774  | 15.5%   | 8                  | 0.5%    | 284     | 16.0%   | 1,426    | 80.4%   | 10           | 0.6%    | 0                | 0.0%    | 46       | 2.6%    |
|             | Middle Eastern          | 227    | 2.0%    | 1                  | 0.4%    | 39      | 17.2%   | 185      | 81.5%   | 2            | 0.9%    | 0                | 0.0%    | 0        | 0.0%    |
|             | Native Hawaiian         | 62     | 0.5%    | 0                  | 0.0%    | 12      | 19.4%   | 48       | 77.4%   | 0            | 0.0%    | 0                | 0.0%    | 2        | 3.2%    |
|             | White                   | 7,033  | 61.6%   | 43                 | 0.6%    | 1,247   | 17.7%   | 5,613    | 79.8%   | 31           | 0.4%    | 0                | 0.0%    | 99       | 1.4%    |
| Total       | 11,410                  | 100.0% | 61      | 0.5%               | 2,109   | 18.5%   | 8,987   | 78.8%    | 52      | 0.5%         | 0       | 0.0%             | 201     | 1.8%     |         |
| Non-Traffic | Total Stops             |        |         | Enforcement Action |         |         |         |          |         |              |         |                  |         |          |         |
|             | Race/Ethnicity          | Count  | Percent | None               |         | Warning |         | Citation |         | Cite-in-Lieu |         | Juvenile Summons |         | Arrested |         |
|             |                         |        |         | Count              | Percent | Count   | Percent | Count    | Percent | Count        | Percent | Count            | Percent | Count    | Percent |
|             | American Indian/Alaskan | 95     | 0.7%    | 11                 | 11.6%   | 71      | 74.7%   | 6        | 6.3%    | 1            | 1.1%    | 0                | 0.0%    | 6        | 6.3%    |
|             | Asian                   | 592    | 4.6%    | 23                 | 3.9%    | 474     | 80.1%   | 77       | 13.0%   | 3            | 0.5%    | 1                | 0.2%    | 14       | 2.4%    |
|             | Black/African American  | 2,811  | 22.0%   | 137                | 4.9%    | 2,110   | 75.1%   | 353      | 12.6%   | 25           | 0.9%    | 0                | 0.0%    | 186      | 6.6%    |
|             | Hispanic or Latino      | 2,173  | 17.0%   | 92                 | 4.2%    | 1,605   | 73.9%   | 326      | 15.0%   | 40           | 1.8%    | 2                | 0.1%    | 108      | 5.0%    |
|             | Middle Eastern          | 282    | 2.2%    | 12                 | 4.3%    | 223     | 79.1%   | 37       | 13.1%   | 3            | 1.1%    | 0                | 0.0%    | 7        | 2.5%    |
|             | Native Hawaiian         | 122    | 1.0%    | 3                  | 2.5%    | 96      | 78.7%   | 10       | 8.2%    | 0            | 0.0%    | 0                | 0.0%    | 13       | 10.7%   |
|             | White                   | 6,697  | 52.4%   | 355                | 5.3%    | 4,926   | 73.6%   | 1,006    | 15.0%   | 54           | 0.8%    | 2                | 0.0%    | 354      | 5.3%    |
| Total       | 12,772                  | 100.0% | 633     | 5.0%               | 9,505   | 74.4%   | 1,815   | 14.2%    | 126     | 1.0%         | 5       | 0.0%             | 688     | 5.4%     |         |

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<sup>66</sup> 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.

For the Traffic Division, a mixed effects model<sup>67</sup> indicated the significant factors that influenced an officer's decision to warn or cite a driver at the end of the interaction. Being stopped for a Dangerous Driving Behavior was the single strongest predictor of the model<sup>68</sup>, indicating that being stopped for the most serious driving offenses was likely to earn a ticket rather than a warning from a Traffic officer. Being perceived to be Asian<sup>69</sup> or being stopped for a Non-Moving Violation<sup>70</sup> were more likely to result in a warning at the end of the interaction. Although non-significant for most interactions, the model also indicated that Dangerous Driving Behavior was acting as a moderator as it increased the odds of a citation for all perceived racial / ethnic groups. Despite the consistency

<sup>66</sup> 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.

<sup>67</sup> Omnibus Test:  $\chi^2 = 25.375, p < .04, df = 14, r^2 = .14$

<sup>68</sup>  $Wald = 236.612, B = 1.376, p < .001$

<sup>69</sup>  $Wald = 10.511, B = -0.817, p < .001$

<sup>70</sup>  $Wald = 5.803, B = -0.253, p < .02$

with prior years' results, final interpretation should be approached with caution as the overall model had a small effect size and poor predictive capability for predicting warnings.

A pair of statistical models indicated that similar factors were used by Traffic<sup>71</sup> and Non-Traffic<sup>72</sup> personnel when deciding to make a non-mandatory arrest at the conclusion of a traffic stop. Being stopped for a non-traffic crime<sup>73</sup> and being perceived as Black / African American was a significant predictor in both models. Being subject to a discretionary search<sup>74</sup> or perceived as Hispanic / Latino<sup>75</sup> were also significant predictors in the simple effects model for the Traffic Division, while the model for Non-Traffic also highlighted that Asians were significantly less likely<sup>76</sup> to be arrested. Notably the mixed effects model that best predicted the Non-Traffic outcomes strongly indicated that perceived race / ethnicity was moderated by the presence of a non-traffic crime on the stop record; however, this was not consistently significant for all races. These findings are similar to prior iterations of the PPB Stops Annual Report; however, caution is warranted in interpreting these results as both models have a small effect size and were generally poor at predicting arrests as both models only correctly classified an arrest less than 4 percent of the time.

In contrast, the significant simple effects model for the decision by Non-Traffic personnel to end the interaction with no enforcement<sup>77</sup> highlights the complex nature of utilizing traffic stops as an crime interdiction and investigation mechanism. Being perceived as a Native American / Alaskan Native<sup>78</sup> was significantly less likely to lead to an enforcement action, while being perceived as Hispanic / Latino<sup>79</sup> or being stopped for a Dangerous Driving Behavior<sup>80</sup> were significantly more likely; however, being stopped based on the probable cause or reasonable suspicion of a non-traffic crime was the strongest predictor for receiving no enforcement action<sup>81</sup>. 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 2024 – similar to results observed in the last two Stops Annual Reports published by the Bureau. Despite the small effect size and overall inaccuracy of the model predicting the outcome of no enforcement (less than 1 percent were correctly classified), this dichotomy highlights the relative inefficiency of utilizing traffic stops as a mechanism to potentially contact individuals connected to criminal activity. Only 36 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 law enforcement personnel<sup>82</sup>. The Bureau should consider providing guidance to reduce the number of non-traffic stops that ultimately result in no enforcement action taken on the driver.

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<sup>71</sup> Omnibus Test:  $\chi^2 = 104.151, p < .001, df = 7, r^2 = .08$

<sup>72</sup> Omnibus Test:  $\chi^2 = 41.251, p < .001, df = 15, r^2 = .15$

<sup>73</sup> Traffic:  $Wald = 19.008, B = 4.238, p < .001$  ; Non-Traffic:  $Wald = 208.101, B = 2.787, p < .001$

<sup>74</sup>  $Wald = 85.421, B = 4.544, p < .001$

<sup>75</sup>  $Wald = 10.058, B = 0.665, p < .002$

<sup>76</sup>  $Wald = 3.888, B = -1.418, p < .05$

<sup>77</sup> Omnibus Test:  $\chi^2 = 109.726, p < .001, df = 10, r^2 = .027$

<sup>78</sup>  $Wald = 7.006, B = 0.875, p < .009$

<sup>79</sup>  $Wald = 4.399, B = -0.253, p < .04$

<sup>80</sup>  $Wald = 9.909, B = -0.403, p < .04$

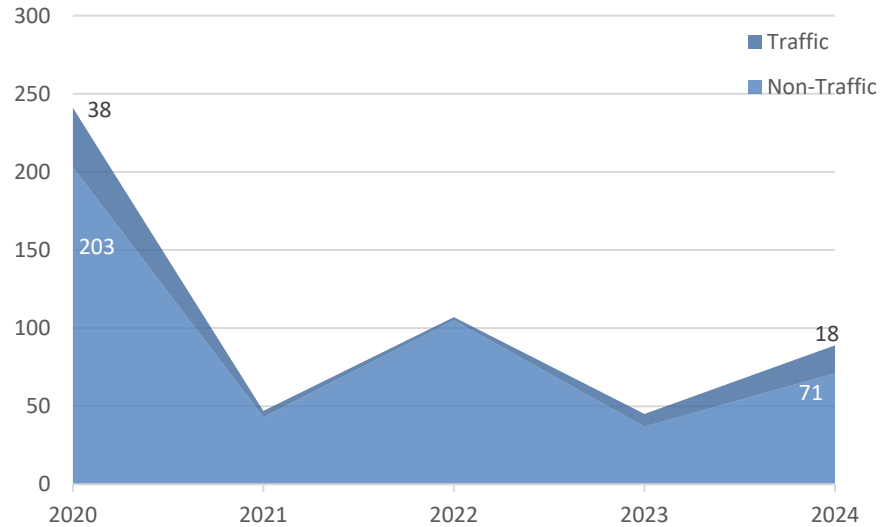
<sup>81</sup>  $Wald = 75.726, B = 1.504, p < .001$

<sup>82</sup> Blanks, J. (2016). Thin blue lies: How pretextual stops undermine police legitimacy. *Case Western Law Review*, 66, 931-946.

## BUREAU-WIDE STOPS OF PEDESTRIANS

In 2024, Portland Police Bureau officers reported stopping 89 pedestrians<sup>83</sup> - a 98 percent increase over the prior year. It is only the second time in the previous five years that pedestrian stops increased year-to-year. Overall, stops are lower than they were in 2020. The increase in 2024 is due to both operational groups slightly increasing their stop rates, with Non-Traffic increasing by 92 percent (71 stops in 2024 vs. 37 stops in 2023) and the Traffic Division increasing by 125 percent (18 stops in 2024 vs. 8 in 2023).

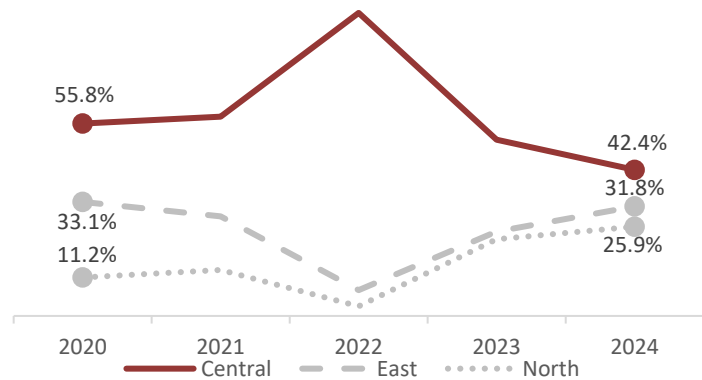
**Figure 9. Pedestrian stops increased by 98 percent in 2024.**



### Stop Locations

Central Precinct is the primary location for pedestrian stops completed by PPB officers in the City of Portland. Historically, the largest number of pedestrian stops occurred in the precinct and it has accounted for a majority of the stops in four of the past five years. The precinct encompasses a number of highly-trafficked pedestrian-friendly areas, including Downtown, SE Hawthorne Blvd., and NW 23<sup>rd</sup> St., where sworn personnel are more likely to encounter people walking in the area. The number of stops performed in East and North Precincts both increased in 2024, continuing a growth pattern observed since 2023.

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



<sup>83</sup> All “pedestrian” analyses also include stops of subjects on a bicycle.

## Stopped Pedestrian Demographics

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

**Table 12. Pedestrian stop rates for each perceived racial / ethnic group has remained steady over the last five years.**

|             | Race/Ethnicity           | 2020       |             | 2021      |             | 2022       |             | 2023      |             | 2024      |             |
|-------------|--------------------------|------------|-------------|-----------|-------------|------------|-------------|-----------|-------------|-----------|-------------|
|             |                          | Count      | Percent     | Count     | Percent     | Count      | Percent     | Count     | Percent     | Count     | Percent     |
|             |                          |            |             |           |             |            |             |           |             |           |             |
| Traffic     | American Indian/Alaskan  | 0          | 0.0%        | 0         | 0.0%        | 0          | 0.0%        | 1         | 12.5%       | 0         | 0.0%        |
|             | Asian                    | 2          | 5.3%        | 0         | 0.0%        | 0          | 0.0%        | 0         | 0.0%        | 0         | 0.0%        |
|             | Black/African American   | 9          | 23.7%       | 0         | 0.0%        | 0          | 0.0%        | 1         | 12.5%       | 1         | 5.6%        |
|             | Hispanic or Latino       | 2          | 5.3%        | 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%        | 0         | 0.0%        |
|             | Native Hawaiian          | 0          | 0.0%        | 0         | 0.0%        | 0          | 0.0%        | 0         | 0.0%        | 0         | 0.0%        |
|             | White                    | 25         | 65.8%       | 4         | 100.0%      | 2          | 100.0%      | 6         | 75.0%       | 17        | 94.4%       |
|             | <b>Traffic Total</b>     | <b>38</b>  | <b>100%</b> | <b>4</b>  | <b>100%</b> | <b>2</b>   | <b>100%</b> | <b>8</b>  | <b>100%</b> | <b>18</b> | <b>100%</b> |
|             | Race/Ethnicity           | 2020       |             | 2021      |             | 2022       |             | 2023      |             | 2024      |             |
|             |                          | Count      | Percent     | Count     | Percent     | Count      | Percent     | Count     | Percent     | Count     | Percent     |
|             |                          |            |             |           |             |            |             |           |             |           |             |
| Non-Traffic | American Indian/Alaskan  | 4          | 2.0%        | 2         | 4.7%        | 4          | 3.8%        | 1         | 2.7%        | 0         | 0.0%        |
|             | Asian                    | 1          | 0.5%        | 0         | 0.0%        | 2          | 1.9%        | 3         | 8.1%        | 2         | 2.8%        |
|             | Black/African American   | 37         | 18.2%       | 8         | 18.6%       | 5          | 4.8%        | 4         | 10.8%       | 14        | 19.7%       |
|             | Hispanic or Latino       | 12         | 5.9%        | 2         | 4.7%        | 11         | 10.5%       | 1         | 2.7%        | 15        | 21.1%       |
|             | Middle Eastern           | 0          | 0.0%        | 0         | 0.0%        | 0          | 0.0%        | 1         | 2.7%        | 1         | 1.4%        |
|             | Native Hawaiian          | 1          | 0.5%        | 0         | 0.0%        | 0          | 0.0%        | 0         | 0.0%        | 0         | 0.0%        |
|             | White                    | 148        | 72.9%       | 31        | 72.1%       | 83         | 79.0%       | 27        | 73.0%       | 39        | 54.9%       |
|             | <b>Non-Traffic Total</b> | <b>203</b> | <b>100%</b> | <b>43</b> | <b>100%</b> | <b>105</b> | <b>100%</b> | <b>37</b> | <b>100%</b> | <b>71</b> | <b>100%</b> |

No perceived racial / ethnic group's pedestrian stop rate significantly increased, or decreased, over the time period<sup>84</sup>. Pedestrians perceived to be White (62.9% in 2024) have consistently been the most stopped group, with Black / African Americans (16.9%) and Hispanic or Latino (16.9%) pedestrians the second most frequently stopped groups. The limited number of pedestrian stops prevented any inferential statistical analysis based on the demographics of the stopped pedestrian.

<sup>84</sup> American Indian / Alaskan Native:  $p < .21$ ,  $r^2 = .63$ ; Asian:  $p < .56$ ,  $r^2 = .20$ ; Black:  $p < .65$ ,  $r^2 = .08$ ; Hispanic:  $p < .35$ ,  $r^2 = .30$ ; White:  $p < .40$ ,  $r^2 = .25$

## Pedestrian Stop Reasons

In 2024, a majority of pedestrians (66.3%) were stopped based solely on a traffic violation<sup>85</sup>. 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 majority of pedestrians were stopped solely for traffic violations in 2024.**

|             | Race/Ethnicity          | Traffic Reason Only |              | Traffic and Other Crime |             | Non-Traffic Offense Only |              |
|-------------|-------------------------|---------------------|--------------|-------------------------|-------------|--------------------------|--------------|
|             |                         | Count               | Percent      | Count                   | Percent     | Count                    | Percent      |
|             |                         |                     |              |                         |             |                          |              |
| Traffic     | American Indian/Alaskan | 0                   | 0.0%         | 0                       | 0.0%        | 0                        | 0.0%         |
|             | Asian                   | 0                   | 0.0%         | 0                       | 0.0%        | 0                        | 0.0%         |
|             | Black/African American  | 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                   | 13                  | 76.5%        | 0                       | 0.0%        | 4                        | 23.5%        |
|             | <b>Total</b>            | <b>14</b>           | <b>77.8%</b> | <b>0</b>                | <b>0.0%</b> | <b>4</b>                 | <b>22.2%</b> |
|             | Race/Ethnicity          | Traffic Reason Only |              | Traffic and Other Crime |             | Non-Traffic Offense Only |              |
|             |                         | Count               | Percent      | Count                   | Percent     | Count                    | Percent      |
|             |                         |                     |              |                         |             |                          |              |
| Non-Traffic | American Indian/Alaskan | 0                   | 0.0%         | 0                       | 0.0%        | 0                        | 0.0%         |
|             | Asian                   | 2                   | 100.0%       | 0                       | 0.0%        | 0                        | 0.0%         |
|             | Black/African American  | 11                  | 78.6%        | 0                       | 0.0%        | 3                        | 21.4%        |
|             | Hispanic or Latino      | 11                  | 73.3%        | 0                       | 0.0%        | 4                        | 26.7%        |
|             | Middle Eastern          | 1                   | 100.0%       | 0                       | 0.0%        | 0                        | 0.0%         |
|             | Native Hawaiian         | 0                   | 0.0%         | 0                       | 0.0%        | 0                        | 0.0%         |
|             | White                   | 20                  | 52.6%        | 0                       | 0.0%        | 18                       | 47.4%        |
|             | <b>Total</b>            | <b>45</b>           | <b>64.3%</b> | <b>0</b>                | <b>0.0%</b> | <b>25</b>                | <b>35.7%</b> |

**Table 14. Minor Moving Violations and Non-Moving Violations were the most common traffic stop reason for pedestrians.**

|             | Race/Ethnicity          | Moving Violations |              |           |              | Non-Moving Violations |              | Non-Traffic Offenses |              |
|-------------|-------------------------|-------------------|--------------|-----------|--------------|-----------------------|--------------|----------------------|--------------|
|             |                         | Dangerous         |              | Minor     |              |                       |              |                      |              |
|             |                         | Count             | Percent      | Count     | Percent      | Count                 | Percent      | Count                | Percent      |
| Traffic     | American Indian/Alaskan | 0                 | 0.0%         | 0         | 0.0%         | 0                     | 0.0%         | 0                    | 0.0%         |
|             | Asian                   | 0                 | 0.0%         | 0         | 0.0%         | 0                     | 0.0%         | 0                    | 0.0%         |
|             | Black/African American  | 0                 | 0.0%         | 0         | 0.0%         | 1                     | 100.0%       | 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                 | 11.8%        | 10        | 58.8%        | 1                     | 5.9%         | 4                    | 23.5%        |
|             | <b>Total</b>            | <b>2</b>          | <b>11.1%</b> | <b>10</b> | <b>55.6%</b> | <b>2</b>              | <b>11.1%</b> | <b>4</b>             | <b>22.2%</b> |
|             | Race/Ethnicity          | Moving Violations |              |           |              | Non-Moving Violations |              | Non-Traffic Offenses |              |
|             |                         | Dangerous         |              | Minor     |              |                       |              |                      |              |
|             |                         | Count             | Percent      | Count     | Percent      | Count                 | Percent      | Count                | Percent      |
| Non-Traffic | American Indian/Alaskan | 0                 | 0.0%         | 0         | 0.0%         | 0                     | 0.0%         | 0                    | 0.0%         |
|             | Asian                   | 0                 | 0.0%         | 1         | 50.0%        | 1                     | 50.0%        | 0                    | 0.0%         |
|             | Black/African American  | 5                 | 35.7%        | 1         | 7.1%         | 5                     | 35.7%        | 3                    | 21.4%        |
|             | Hispanic or Latino      | 2                 | 13.3%        | 2         | 13.3%        | 7                     | 46.7%        | 4                    | 26.7%        |
|             | Middle Eastern          | 1                 | 100.0%       | 0         | 0.0%         | 0                     | 0.0%         | 0                    | 0.0%         |
|             | Native Hawaiian         | 0                 | 0.0%         | 0         | 0.0%         | 0                     | 0.0%         | 0                    | 0.0%         |
|             | White                   | 9                 | 23.1%        | 6         | 15.4%        | 5                     | 12.8%        | 19                   | 48.7%        |
|             | <b>Total</b>            | <b>17</b>         | <b>23.9%</b> | <b>10</b> | <b>14.1%</b> | <b>18</b>             | <b>25.4%</b> | <b>26</b>            | <b>36.6%</b> |

<sup>85</sup> A technical error prevented collection of stop reason on one pedestrian stop in 2024.

## Search Rates

In 2024, a total of two pedestrians were asked to consent to a search during the course of a stop. One of those two subjects refused to consent, so therefore only one search was conducted. PPB personnel did not report any other discretionary searches occurring on a stopped pedestrian. Due to the small sample size, no follow-up analyses could be conducted. Historically, pedestrians were more likely to be searched than drivers.

**Table 15. Two pedestrians were asked to consent to a search in 2024.**

| Race/Ethnicity          | Consent Search |             |          |              |
|-------------------------|----------------|-------------|----------|--------------|
|                         | Requests       | Rate        | Refusal  | Rate         |
| American Indian/Alaskan | --             | --          | --       | --           |
| Asian                   | 0              | 0.0%        | --       | --           |
| Black/African American  | 1              | 6.7%        | 1        | 100.0%       |
| Hispanic or Latino      | 1              | 6.7%        | 0        | 0.0%         |
| Middle Eastern          | 0              | 0.0%        | --       | --           |
| Native Hawaiian         | --             | --          | --       | --           |
| White                   | 0              | 0.0%        | --       | --           |
| <b>Total</b>            | <b>2</b>       | <b>2.2%</b> | <b>1</b> | <b>50.0%</b> |

**Table 16. One pedestrian was the subject of a discretionary search in 2024.**

|             | Race/Ethnicity          | Total Subjects Searched |             | Consent  |               | Warrant  |             | Warrant Exception |             |
|-------------|-------------------------|-------------------------|-------------|----------|---------------|----------|-------------|-------------------|-------------|
|             |                         | Searches                | Rate        | Count    | Percent       | Count    | Percent     | Count             | Percent     |
|             |                         |                         |             |          |               |          |             |                   |             |
| Traffic     | American Indian/Alaskan | --                      | --          | --       | --            | --       | --          | --                | --          |
|             | Asian                   | --                      | --          | --       | --            | --       | --          | --                | --          |
|             | Black/African American  | 0                       | 0.0%        | --       | --            | --       | --          | --                | --          |
|             | Hispanic or Latino      | --                      | --          | --       | --            | --       | --          | --                | --          |
|             | Middle Eastern          | --                      | --          | --       | --            | --       | --          | --                | --          |
|             | Native Hawaiian         | --                      | --          | --       | --            | --       | --          | --                | --          |
|             | White                   | 0                       | 0.0%        | --       | --            | --       | --          | --                | --          |
|             | <b>Total</b>            | <b>0</b>                | <b>0.0%</b> | --       | --            | --       | --          | --                | --          |
| Non-Traffic | American Indian/Alaskan | --                      | --          | --       | --            | --       | --          | --                | --          |
|             | Asian                   | 0                       | 0.0%        | --       | --            | --       | --          | --                | --          |
|             | Black/African American  | 0                       | 0.0%        | --       | --            | --       | --          | --                | --          |
|             | Hispanic or Latino      | 1                       | 6.7%        | 1        | 100.0%        | 0        | 0.0%        | 0                 | 0.0%        |
|             | Middle Eastern          | 0                       | 0.0%        | --       | --            | --       | --          | --                | --          |
|             | Native Hawaiian         | --                      | --          | --       | --            | --       | --          | --                | --          |
|             | White                   | 0                       | 0.0%        | --       | --            | --       | --          | --                | --          |
|             | <b>Total</b>            | <b>1</b>                | <b>0.0%</b> | <b>1</b> | <b>100.0%</b> | <b>0</b> | <b>0.0%</b> | <b>0</b>          | <b>0.0%</b> |

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

## Contraband Hit Rates

On the lone discretionary search conducted on a stopped pedestrian in 2024, officers uncovered drugs. Due to the small sample size, no follow-up analyses could be conducted. Traditionally, pedestrian searches have been more successful than driver searches.

**Table 17. The one pedestrian searched in 2024 was determined to have contraband.**

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

## Stop Outcomes

A majority of stopped pedestrians in 2024 were issued a warning at the end of their interaction (52.8%). Warnings have traditionally been the most common disposition type among pedestrians over the past five years with no significant trend – upward or downward – over that period<sup>86</sup>. Over the past five years, no individual disposition type has had a significant trend of change<sup>87</sup>. 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 2024 due to the small pedestrian stop rates.

**Table 18. A Warning was the most common pedestrian stop disposition in 2024.**

| Traffic     | 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  |  |
|             | American Indian/Alaskan | 0      | 0.0%               | --    | --      | --    | --       | --    | --           | --    | --               | --    | --       |  |
|             | Asian                   | 0      | 0.0%               | --    | --      | --    | --       | --    | --           | --    | --               | --    | --       |  |
|             | Black/African American  | 1      | 5.6%               | 0     | 0.0%    | 0     | 0.0%     | 1     | 100.0%       | 0     | 0.0%             | 0     | 0.0%     |  |
|             | Hispanic or Latino      | 0      | 0.0%               | --    | --      | --    | --       | --    | --           | --    | --               | --    | --       |  |
|             | Middle Eastern          | 0      | 0.0%               | --    | --      | --    | --       | --    | --           | --    | --               | --    | --       |  |
|             | Native Hawaiian         | 0      | 0.0%               | --    | --      | --    | --       | --    | --           | --    | --               | --    | --       |  |
|             | White                   | 17     | 94.4%              | 0     | 0.0%    | 3     | 17.6%    | 12    | 70.6%        | 0     | 0.0%             | 0     | 0.0%     |  |
| Total       | 18                      | 100.0% | 0                  | 0.0%  | 3       | 16.7% | 13       | 72.2% | 0            | 0.0%  | 0                | 0.0%  |          |  |
| Non-Traffic | 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  |  |
|             | American Indian/Alaskan | 0      | 0.0%               | --    | --      | --    | --       | --    | --           | --    | --               | --    | --       |  |
|             | Asian                   | 2      | 2.8%               | 1     | 50.0%   | 1     | 50.0%    | 0     | 0.0%         | 0     | 0.0%             | 0     | 0.0%     |  |
|             | Black/African American  | 14     | 19.7%              | 3     | 21.4%   | 9     | 64.3%    | 0     | 0.0%         | 0     | 0.0%             | 2     | 14.3%    |  |
|             | Hispanic or Latino      | 15     | 21.1%              | 1     | 6.7%    | 13    | 86.7%    | 0     | 0.0%         | 0     | 0.0%             | 1     | 6.7%     |  |
|             | Middle Eastern          | 1      | 1.4%               | 0     | 0.0%    | 1     | 100.0%   | 0     | 0.0%         | 0     | 0.0%             | 0     | 0.0%     |  |
|             | Native Hawaiian         | 0      | 0.0%               | --    | --      | --    | --       | --    | --           | --    | --               | --    | --       |  |
|             | White                   | 39     | 54.9%              | 4     | 10.3%   | 20    | 51.3%    | 0     | 0.0%         | 5     | 12.8%            | 0     | 0.0%     |  |
| Total       | 71                      | 100.0% | 9                  | 12.7% | 44      | 62.0% | 0        | 0.0%  | 5            | 7.0%  | 0                | 0.0%  |          |  |

<sup>86</sup>  $p < .50$ ,  $r^2 = .17$

<sup>87</sup> No Enforcement Action:  $p < .58$ ,  $r^2 = .12$ ; Citation:  $p < .62$ ,  $r^2 = .09$ ; Cite-in-Lieu:  $p < 1.0$ ,  $r^2 = .00$ ; Arrest:  $p < .76$ ,  $r^2 = .04$

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## APPENDIX A: STOPS APPLICATION

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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.

Event ID: \* Required

Stop Date: 8/1/2020 12:00:00 AM  
Location: 1111 SW 2ND AVE

Nature of Stop: \* Required

☐ Driver

☐ Bicycle

☐ Pedestrian

☐ Passenger

Cancel Reason:

[Duplicate](#)  
[Not a stop](#)

Perceived Race/Ethnicity: \* Required

☐ American Indian or Alaskan Native

☐ Asian

☐ Black or African American

☐ Hispanic or Latino

☐ Middle Eastern

☐ Native Hawaiian or Other Pacific Islander

☐ White

Perceived Age: \* Required

Perceived Sex: \* Required

☐ F (Female)

☐ M (Male)

☐ X (Non-Binary)

**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

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## APPENDIX B: GLOSSARY OF TERMS

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### 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 direction in 2021 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<sup>88</sup>. 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.

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<sup>88</sup> 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.

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## APPENDIX C: DATA AND METHODOLOGY

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### Data Collection History

During the 69<sup>th</sup> 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, led 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 also increased the number of data collection points to better reflect national best-practices.

In 2017, the 79<sup>th</sup> 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<sup>89</sup> 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 A) 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

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<sup>89</sup> 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%       |
| <b>Total</b>            | <b>77,109</b> | <b>100%</b> | <b>76,409</b> | <b>100%</b> | <b>63,586</b> | <b>100%</b> | <b>39,961</b> | <b>100%</b> | <b>39,760</b> | <b>100%</b> | <b>27,190</b> | <b>100%</b> | <b>17,799</b> | <b>100%</b> |

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          |             |
|-------------------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|
|                         | 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%       |
| Passenger Stops         | 81            | 0.5%        | 184           | 0.5%        | 130           | 0.5%        | 114           | 0.7%        | 81            | 0.5%        |
| Non-PPB Initiated Stops | 0             | 0.0%        | 0             | 0.0%        | 0             | 0.0%        | 0             | 0.0%        | 0             | 0.0%        |
| Canceled Stops          | 1,561         | 9.3%        | 3,260         | 8.7%        | 2,719         | 9.7%        | 2,028         | 12.5%       | 2,408         | 14.9%       |
| <b>Total</b>            | <b>16,819</b> | <b>100%</b> | <b>37,610</b> | <b>100%</b> | <b>28,081</b> | <b>100%</b> | <b>16,217</b> | <b>100%</b> | <b>16,160</b> | <b>100%</b> |

|                         | 2022          |             | 2023          |             | 2024          |             |
|-------------------------|---------------|-------------|---------------|-------------|---------------|-------------|
|                         | Count         | Percent     | Count         | Percent     | Count         | Percent     |
| Completed Stops         | 13,671        | 81.3%       | 17,158        | 45.6%       | 24,271        | 86.4%       |
| Passenger Stops         | 81            | 0.5%        | 72            | 0.2%        | 104           | 0.4%        |
| Non-PPB Initiated Stops | 0             | 0.0%        | 0             | 0.0%        | 0             | 0.0%        |
| Canceled Stops          | 2,408         | 14.3%       | 2,239         | 6.0%        | 2,807         | 10.0%       |
| <b>Total</b>            | <b>16,160</b> | <b>100%</b> | <b>19,469</b> | <b>100%</b> | <b>27,182</b> | <b>100%</b> |

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 (89.0%) is higher than the SDC system, with fewer interactions classified as a canceled stop (10.5%).

The new Stops application also allows a complete accounting of all interactions where a mask was initiated – either through the CAD system or an eCitation – but never completed. Since 2018, a total of 278 masks were generated in the system but were never completed. The majority of these (76.6% through 2024) were never accurately assigned to an officer, either due to a typo when logging into the CAD system or a generic unit assignment. Another 43 surveys were never completed as they were stops initiated by an officer from another jurisdiction. Through 2024, only 22 surveys were assigned to a PPB officer but never completed. Overall, more than 99.9% of completed stops have an associated completed survey.

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

|                         | 2018      |             | 2019      |             | 2020      |             | 2021      |             |
|-------------------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|
|                         | Count     | Percent     | Count     | Percent     | Count     | Percent     | Count     | Percent     |
| Non-PPB Initiated Stops | 0         | 0.0%        | 5         | 7.6%        | 36        | 54.5%       | 0         | 0.0%        |
| PPB Assigned            | 0         | 0.0%        | 3         | 4.5%        | 4         | 6.1%        | 2         | 5.6%        |
| Unknown Assignment      | 17        | 100.0%      | 58        | 87.9%       | 26        | 39.4%       | 34        | 94.4%       |
| <b>Total</b>            | <b>17</b> | <b>100%</b> | <b>66</b> | <b>100%</b> | <b>66</b> | <b>100%</b> | <b>36</b> | <b>100%</b> |

|                         | 2022      |             | 2023      |             | 2024      |             |
|-------------------------|-----------|-------------|-----------|-------------|-----------|-------------|
|                         | Count     | Percent     | Count     | Percent     | Count     | Percent     |
| Non-PPB Initiated Stops | 1         | 5.9%        | 1         | 1.5%        | 0         | 0.0%        |
| PPB Assigned            | 1         | 5.9%        | 1         | 1.5%        | 11        | 16.7%       |
| Unknown Assignment      | 22        | 129.4%      | 30        | 45.5%       | 26        | 39.4%       |
| <b>Total</b>            | <b>24</b> | <b>100%</b> | <b>32</b> | <b>100%</b> | <b>37</b> | <b>100%</b> |

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 developed 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-lieu 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.

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## APPENDIX D: BENCHMARKING DISCUSSION

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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<sup>90</sup>. 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<sup>91</sup>. 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<sup>92</sup>.

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<sup>93</sup>. 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 Census Bureau was required to adjust its’ data collection strategies and schedules in response to the global pandemic<sup>94</sup>, which created additional error when following up households that didn’t respond to the Census<sup>95</sup>. Ultimately, these challenges also resulted in a higher non-response rate<sup>96</sup> than 2010<sup>97</sup> for the entire nation and the State of Oregon. Concerningly, BIPOC individuals – specifically, Black or African-American individuals and Hispanic or Latino individuals - were

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<sup>90</sup> Fridell, L.A. (2005). *Understanding race data from vehicle stops: A stakeholder’s guide*. Washington, DC: Police Executive Research Forum.

<sup>91</sup> 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.

<sup>92</sup> 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.

<sup>93</sup> 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.

<sup>94</sup> 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>.

<sup>95</sup> Kennel, T. (2021, March 18). *2020 Post-Enumeration Survey update* [Comittee presentation]. Census Scientific Advisory Committee, Washington, DC.

<sup>96</sup> 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>

<sup>97</sup> U.S. Census Bureau. (2021, October 8). 2010 Census Participation Rates. Retrieved from <https://www.census.gov/data/datasets/2010/dec/2010-participation-rates.html>

significantly undercounted in the 2020 Census<sup>98</sup>. 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<sup>99</sup> and American Community Survey<sup>100</sup>.

**Table 22. City of Portland Race by Police Precinct, 2020**

| Race                                       | Citywide |         | Central Precinct |         | East Precinct |         | North Precinct |         |
|--------------------------------------------|----------|---------|------------------|---------|---------------|---------|----------------|---------|
|                                            | 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**

| Ethnicity              | Citywide |         | Central Precinct |         | East Precinct |         | North Precinct |         |
|------------------------|----------|---------|------------------|---------|---------------|---------|----------------|---------|
|                        | 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<sup>101</sup>. 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<sup>102</sup>. 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<sup>103</sup>. This change makes it nearly impossible for independent

<sup>98</sup> 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.

<sup>99</sup> 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.

<sup>100</sup> Griffin, D.H. (2002). *Measuring survey nonresponse by race and ethnicity*, (Working Paper). Washington, DC: U.S. Census Bureau.

<sup>101</sup> 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>.

<sup>102</sup> 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>

<sup>103</sup> Schuster, L. (2021, December 13). We’re reporting census data all wrong. Retrieved from [https://www.bostonindicators.org/article-pages/2021/december/census\\_reporting](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 population for the entire Portland metropolitan region has been essentially static since the end of the pandemic<sup>104</sup>, and any new growth is almost entirely due to people migrating to the city from other areas of the state and county<sup>105</sup>

The entire Portland metropolitan region grew by about 0.4% in 2022<sup>106</sup>. Migration is also increasing diversity across Oregon<sup>107</sup> and that is especially true within Multnomah County<sup>108</sup>. Over the last 10 years<sup>109</sup>, 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<sup>110</sup>, 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  $\pm 1.61\%$  - the best performing estimate for the Census Bureau<sup>111</sup>. 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  $\pm 4.72\%$  for five-year estimates to  $\pm 5.21\%$  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

**Table 24. Multnomah County Population, 2010 - 2020**

| Race / Ethnicity                           | 2010 Census |         | 2020 Census |         | Growth Rate |
|--------------------------------------------|-------------|---------|-------------|---------|-------------|
|                                            | Count       | Percent | Count       | Percent |             |
| 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%      |

<sup>104</sup> Lehner, J. (2024, March 12). 2023 County Population, Census Edition. Retrieved from <https://oregoneconomicanalysis.com/2024/03/14/2023-county-population-census-edition/>.

<sup>105</sup> 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/>.

<sup>106</sup> 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>

<sup>107</sup> Lehner, J. (2019, January 8). Migration diversifies Oregon, barely. Retrieved from <https://oregoneconomicanalysis.com/2019/01/08/migration-diversifies-oregon-barely/>

<sup>108</sup> 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.

<sup>109</sup> U.S. Census Bureau. (2021). 2020 Decennial Census. Table P2: Hispanic or Latino, and not Hispanic or Latino by Race. U.S. Census Bureau.

<sup>110</sup> U.S. Census Bureau. (2011). 2010 Decennial Census. Table P2: Hispanic or Latino, and not Hispanic or Latino by Race. U.S. Census Bureau.

<sup>111</sup> 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.

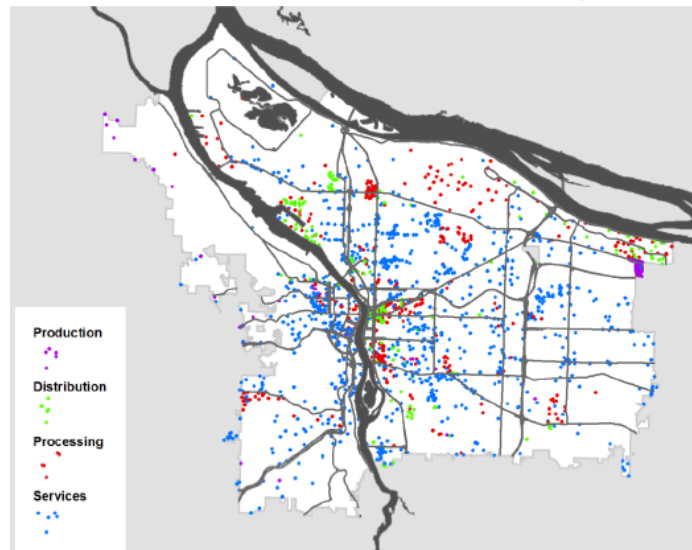
African American, Asian or other non-White populations in the area due to their smaller frequency in the population.

#### 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<sup>112</sup>, swelling the daily commuter-adjusted population estimate<sup>113</sup> to about 871,000. Most commuters (58.1%) report operating a car or motorcycle to drive alone to work<sup>114</sup>, 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 8.59 million people had an overnight trip in the area in 2024 and stayed an average of 3.1 nights<sup>115</sup>, boosting the daily population by another 73,000 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<sup>116</sup>.

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<sup>117</sup>. These food services, along with nightlife venues, festivals, and other entertainment options, are destinations for locals and

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



<sup>112</sup> U.S. Census Bureau. (2022). LEHD Origin-Destination Employment Statistics Data (2002 – 2020). U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program.

<sup>113</sup> 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>

<sup>114</sup> U.S. Census Bureau. (2024). 2019 – 2023 American Community Survey 5-Year Estimates. Table B08601: Means of Transportation to Work for Workplace Geography. U.S. Census Bureau, American Community Survey.

<sup>115</sup> Dean Runyan Associates. (2025). *The Economic Impact of Travel: Oregon: Calendar Year 2024 Preliminary*. Portland, Ore: Travel Oregon. Retrieved from [https://industry.traveloregon.com/wp-content/uploads/2025/05/Oregon\\_2024\\_2025-05-01.pdf](https://industry.traveloregon.com/wp-content/uploads/2025/05/Oregon_2024_2025-05-01.pdf)

<sup>116</sup> Longwoods International (2018). *Oregon 2017 Regional Visitor Report: Portland Region*. <http://industry.traveloregon.com/research/archive/portland-region-overnight-travel-study-2017-longwoods-international/>

<sup>117</sup> 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>

non-locals alike, increasing the number of road users on nights and weekends. The demographics of neighboring municipalities closely resemble Portland’s demographics, with White as the largest group in every jurisdiction<sup>118</sup>. 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<sup>119</sup>, 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**

| Race / Ethnicity                           | Vancouver |         | Gresham |         | Beaverton |         | Tigard |         | Lake Oswego |         |
|--------------------------------------------|-----------|---------|---------|---------|-----------|---------|--------|---------|-------------|---------|
|                                            | 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<sup>120</sup> – 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 Native Hawaiian and Other Pacific Islander have the highest in the City<sup>121</sup>. Nationally, White individuals (17.8%) are more likely to be employed part-time than Black or African American individuals (14.9%)<sup>122</sup>, 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 (49.8%)<sup>123</sup> or work

<sup>118</sup> U.S. Census Bureau. (2021). 2020 Decennial Census. Table P2: Hispanic or Latino, and not Hispanic or Latino by Race. U.S. Census Bureau.

<sup>119</sup> TriMet Code 19.05(A)(D)

<sup>120</sup> 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/>

<sup>121</sup> U.S. Census Bureau. (2024). 2018 – 2023 American Community Survey 5-Year Estimates. Table S2301: Employment Status. U.S. Census Bureau, American Community Survey.

<sup>122</sup> 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>

<sup>123</sup> U.S. Census Bureau. (2024). 2018 – 2023 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.

(57.8%)<sup>124</sup> in Portland are about as likely to drive alone to work as Black individuals that live (51.7%)<sup>125</sup> or work (57.0%)<sup>126</sup> in the City; however, Black individuals more likely to utilize shared transportation methods such as mass transit (13.8%, 12.0%)<sup>121,123</sup> than White individuals (6.8%, 6.6%)<sup>122,123</sup>. 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<sup>127</sup>.

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)<sup>128</sup>, 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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<sup>124</sup> U.S. Census Bureau. (2024). 2018 – 2023 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.

<sup>125</sup> U.S. Census Bureau. (2024). 2018 – 2023 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.

<sup>126</sup> U.S. Census Bureau. (2024). 2018 – 2023 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.

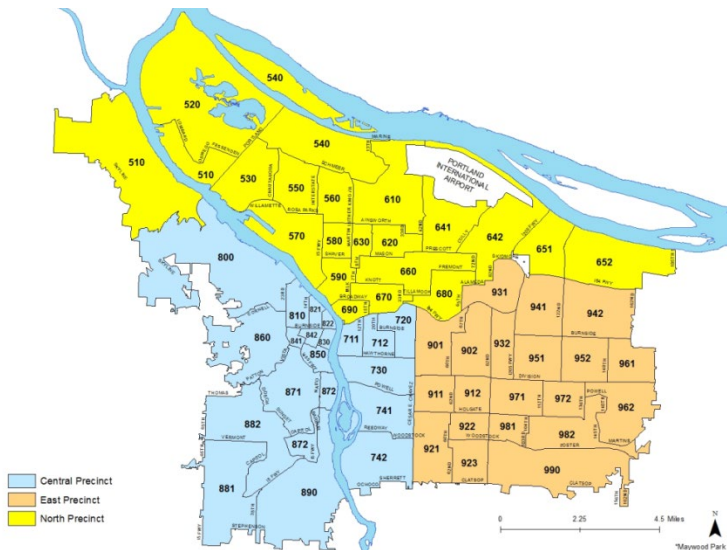
<sup>127</sup> Longwoods International (2018). *Oregon 2017 Regional Visitor Report: Portland Region*.

<http://industry.traveloregon.com/research/archive/portland-region-overnight-travel-study-2017-longwoods-international/>

<sup>128</sup> 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 2024, not a single precinct had a staffing minimum of 20 officers for every shift<sup>129</sup> 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<sup>130</sup>.

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<sup>131</sup> and cities<sup>132</sup>. However, this is partly due to methodological challenges, as the city's overall lack of racial

<sup>129</sup> 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.

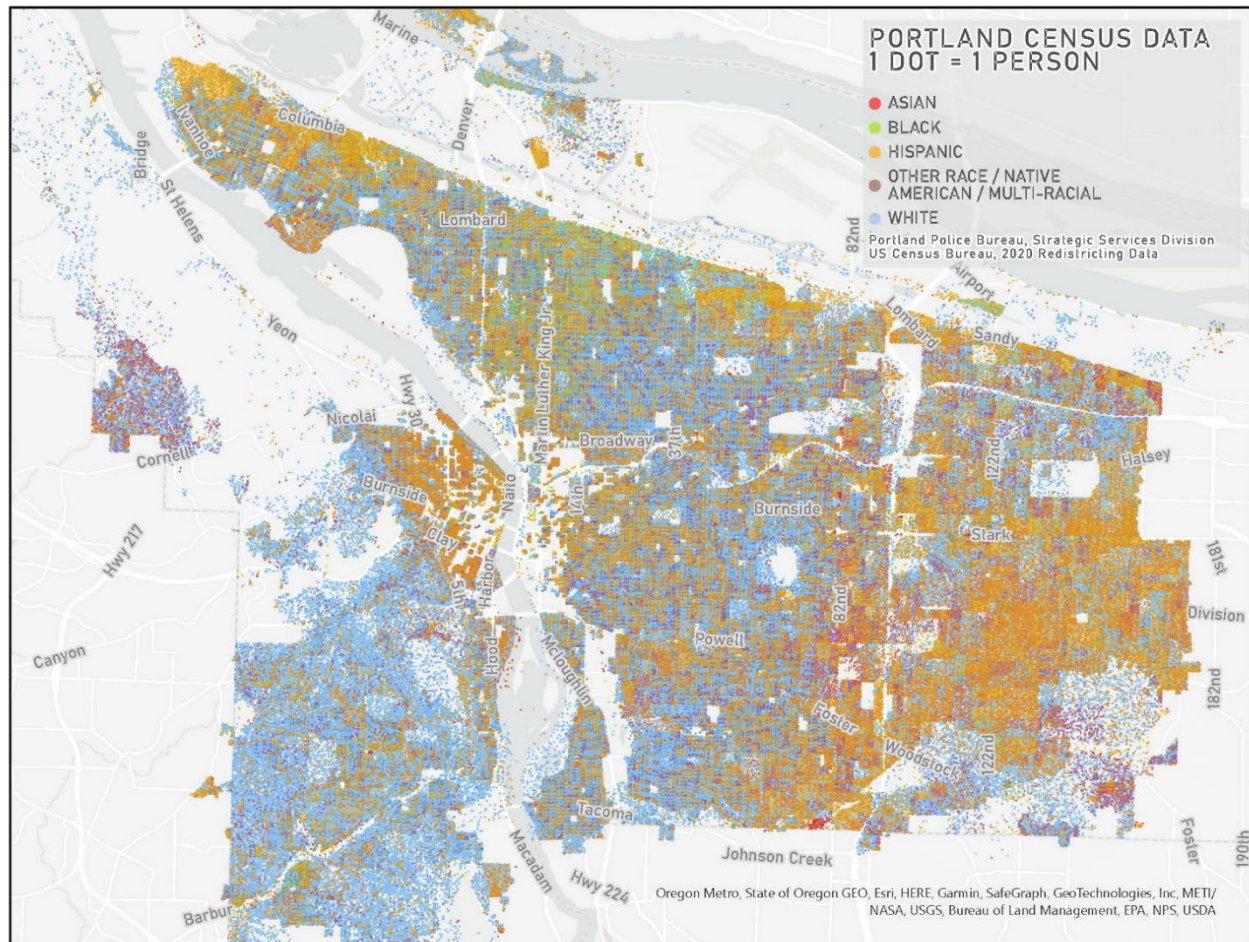
<sup>130</sup> Lum, C. (2009). *Does the "race of places" influence police officer decision making?*, Final report, W.E.B. DuBois Fellowship (Award #2007-IF-CX-0032), National Institute of Justice. Washington, DC: U.S. National Institute of Justice. Retrieved from <https://www.ncjrs.gov/pdffiles1/nij/grants/231931.pdf>

<sup>131</sup> 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>

<sup>132</sup> 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 difficulty 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 82<sup>nd</sup> Avenue, NE/SE 122<sup>nd</sup> 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<sup>133</sup>. 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<sup>134</sup>. 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<sup>135</sup> with the displacement most prominently affecting traditionally Black communities in North and Northeast Portland<sup>136</sup>. 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<sup>137</sup>, which can increase the total number of miles based on land use policies and the transportation network<sup>138</sup>. 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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<sup>133</sup> 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>

<sup>134</sup> 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>

<sup>135</sup> 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/>

<sup>136</sup> 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>

<sup>137</sup> 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>

<sup>138</sup> 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 2024, representing 72.6% of all stops. Non-Traffic officers were significantly more likely to stop male drivers whereas Traffic officers were significantly more likely to stop female and non-binary drivers<sup>139</sup>. Stop rates for any perceived gender have not changed significantly over the past five years.

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

|             | Gender                   | 2020          |             | 2021          |             | 2022          |             | 2023          |             | 2024          |             |
|-------------|--------------------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|
|             |                          | Count         | Percent     | Count         | Percent     | Count         | Percent     | Count         | Percent     | Count         | Percent     |
| Traffic     | Female                   | 4,286         | 31.5%       | 1,188         | 32.0%       | 1,011         | 33.9%       | 2,069         | 32.2%       | 3,350         | 29.4%       |
|             | Male                     | 9,308         | 68.3%       | 2,513         | 67.7%       | 1,968         | 65.9%       | 4,333         | 67.4%       | 7,951         | 69.7%       |
|             | Non-Binary               | 30            | 0.2%        | 11            | 0.3%        | 7             | 0.2%        | 23            | 0.4%        | 109           | 1.0%        |
|             | <b>Traffic Total</b>     | <b>13,624</b> | <b>100%</b> | <b>3,712</b>  | <b>100%</b> | <b>2,986</b>  | <b>100%</b> | <b>6,425</b>  | <b>100%</b> | <b>11,410</b> | <b>100%</b> |
|             | Gender                   | 2020          |             | 2021          |             | 2022          |             | 2023          |             | 2024          |             |
|             |                          | Count         | Percent     | Count         | Percent     | Count         | Percent     | Count         | Percent     | Count         | Percent     |
| Non-Traffic | Female                   | 3,082         | 27.1%       | 2,830         | 27.4%       | 2,749         | 26.0%       | 2,777         | 26.0%       | 3,096         | 24.2%       |
|             | Male                     | 8,220         | 72.3%       | 7,426         | 72.0%       | 7,762         | 73.4%       | 7,857         | 73.5%       | 9,592         | 75.1%       |
|             | Non-Binary               | 65            | 0.6%        | 60            | 0.6%        | 67            | 0.6%        | 54            | 0.5%        | 84            | 0.7%        |
|             | <b>Non-Traffic Total</b> | <b>11,367</b> | <b>100%</b> | <b>10,316</b> | <b>100%</b> | <b>10,578</b> | <b>100%</b> | <b>10,688</b> | <b>100%</b> | <b>12,772</b> | <b>100%</b> |

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

|             | Gender                   | 2020       |             | 2021      |             | 2022       |             | 2023      |             | 2024      |             |
|-------------|--------------------------|------------|-------------|-----------|-------------|------------|-------------|-----------|-------------|-----------|-------------|
|             |                          | Count      | Percent     | Count     | Percent     | Count      | Percent     | Count     | Percent     | Count     | Percent     |
| Traffic     | Female                   | 11         | 28.9%       | 0         | 0.0%        | 1          | 50.0%       | 4         | 50.0%       | 7         | 38.9%       |
|             | Male                     | 27         | 71.1%       | 4         | 100.0%      | 1          | 50.0%       | 4         | 50.0%       | 11        | 61.1%       |
|             | Non-Binary               | 0          | 0.0%        | 0         | 0.0%        | 0          | 0.0%        | 0         | 0.0%        | 0         | 0.0%        |
|             | <b>Traffic Total</b>     | <b>38</b>  | <b>100%</b> | <b>4</b>  | <b>100%</b> | <b>2</b>   | <b>100%</b> | <b>8</b>  | <b>100%</b> | <b>18</b> | <b>100%</b> |
|             | Gender                   | 2020       |             | 2021      |             | 2022       |             | 2023      |             | 2024      |             |
|             |                          | Count      | Percent     | Count     | Percent     | Count      | Percent     | Count     | Percent     | Count     | Percent     |
| Non-Traffic | Female                   | 24         | 11.8%       | 6         | 14.0%       | 10         | 9.5%        | 11        | 29.7%       | 12        | 16.9%       |
|             | Male                     | 179        | 88.2%       | 36        | 83.7%       | 95         | 90.5%       | 26        | 70.3%       | 59        | 83.1%       |
|             | Non-Binary               | 0          | 0.0%        | 1         | 2.3%        | 0          | 0.0%        | 0         | 0.0%        | 0         | 0.0%        |
|             | <b>Non-Traffic Total</b> | <b>203</b> | <b>100%</b> | <b>43</b> | <b>100%</b> | <b>105</b> | <b>100%</b> | <b>37</b> | <b>100%</b> | <b>71</b> | <b>100%</b> |

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 and is supported by research literature. However, academic research shows that no single measure explains potential gender differences by geographic location, with age and physical activity<sup>140</sup>, economic factors<sup>141</sup>, and sexual preference<sup>142</sup> all contributing to locale-based gender differences. Furthermore, women are also more likely to report being victims of violent

**Table 28. 2024 Injury Collision Statistics, by Gender of Drivers**

| Gender       | 2024         |               |
|--------------|--------------|---------------|
|              | Count        | Percent       |
| Female       | 411          | 32.8%         |
| Male         | 843          | 67.2%         |
| <b>Total</b> | <b>1,254</b> | <b>100.0%</b> |

<sup>139</sup>  $\chi^2 = 90.324, p < .001, df = 2$

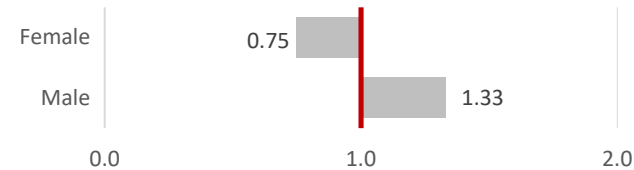
<sup>140</sup> Pollard, T.M. & Wagnild, J.M. (2017). Gender differences in walking (for leisure, transport, and in total) across adult life: a systematic review. *BMC Public Health*, 17.

<sup>141</sup> 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.

<sup>142</sup> 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/>.

crimes<sup>143</sup>. Driving behavior can be influenced by the gender of the driver<sup>144</sup>, 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<sup>145</sup> for all gender-based driver analyses in 2024. 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 2024 Injury Collision Benchmark**



## Stop Reasons

Non-Traffic officers displayed significantly different stop patterns based on the perceived gender of the driver. Male drivers were significantly more likely to be stopped solely based on the probable cause and/or reasonable suspicion of a Non-Traffic Offenses whereas female drivers were significantly more likely to be stopped solely for a traffic infraction<sup>146</sup>. Female drivers were also significantly more likely to be stopped for a Dangerous Driving Behavior than a male driver<sup>147</sup>. Traffic personnel<sup>148</sup> did not display any significant differences in the stop patterns between drivers perceived to be male or female in 2024.

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

|             | Gender     | Moving Violations |         |       |         | Non-Moving Violations |         | Non-Traffic Offenses |         |
|-------------|------------|-------------------|---------|-------|---------|-----------------------|---------|----------------------|---------|
|             |            | Dangerous         |         | Minor |         | Violations            |         | Offenses             |         |
|             |            | Count             | Percent | Count | Percent | Count                 | Percent | Count                | Percent |
| Traffic     | Female     | 2,591             | 77.3%   | 300   | 9.0%    | 458                   | 13.7%   | 1                    | 0.0%    |
|             | Male       | 6,006             | 75.5%   | 817   | 10.3%   | 1,121                 | 14.1%   | 7                    | 0.1%    |
|             | Non-Binary | 91                | 79.1%   | 4     | 3.5%    | 13                    | 11.3%   | 7                    | 6.1%    |
|             | Total      | 8,688             | 76.1%   | 1,121 | 9.8%    | 1,592                 | 13.9%   | 15                   | 0.1%    |
|             | Gender     | Moving Violations |         |       |         | Non-Moving Violations |         | Non-Traffic Offenses |         |
|             |            | Dangerous         |         | Minor |         | Violations            |         | Offenses             |         |
|             |            | Count             | Percent | Count | Percent | Count                 | Percent | Count                | Percent |
| Non-Traffic | Female     | 1,305             | 42.2%   | 370   | 12.0%   | 1,382                 | 44.6%   | 39                   | 1.3%    |
|             | Male       | 3,846             | 40.1%   | 1,159 | 12.1%   | 4,312                 | 45.0%   | 275                  | 2.9%    |
|             | Non-Binary | 38                | 45.2%   | 14    | 16.7%   | 28                    | 33.3%   | 4                    | 4.8%    |
|             | Total      | 5,189             | 40.6%   | 1,543 | 12.1%   | 5,722                 | 44.8%   | 318                  | 2.5%    |

<sup>143</sup> Morgan, R.E., & Truman, J.L. (2018). *Criminal Victimization, 2017* (NCJ 252472). Washington, D.C.: Bureau of Justice Statistics, U.S. Department of Justice.

<sup>144</sup> 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.

<sup>145</sup> 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.

<sup>146</sup>  $\chi^2 = 25.966, p < .001, df = 2$

<sup>147</sup>  $\chi^2 = 26.713, p < .001, df = 3$

<sup>148</sup>  $\chi^2 = 5.472, p < .07, df = 2$

Table 30. All pedestrian perceived gender groups were stopped most often for Non-Traffic Offenses.

|             | Gender     | Moving Violations |         |       |         | Non-Moving Violations |         | Non-Traffic Offenses |         |
|-------------|------------|-------------------|---------|-------|---------|-----------------------|---------|----------------------|---------|
|             |            | Dangerous         |         | Minor |         |                       |         |                      |         |
|             |            | Count             | Percent | Count | Percent | Count                 | Percent | Count                | Percent |
| Traffic     | Female     | 1                 | 14.3%   | 1     | 14.3%   | 2                     | 28.6%   | 3                    | 42.9%   |
|             | Male       | 1                 | 9.1%    | 9     | 81.8%   | 0                     | 0.0%    | 1                    | 9.1%    |
|             | Non-Binary | --                | --      | --    | --      | --                    | --      | --                   | --      |
|             | Total      | 2                 | 11.1%   | 10    | 55.6%   | 2                     | 11.1%   | 4                    | 22.2%   |
| Non-Traffic |            | Moving Violations |         |       |         | Non-Moving Violations |         | Non-Traffic Offenses |         |
|             |            | Dangerous         |         | Minor |         |                       |         |                      |         |
|             |            | Count             | Percent | Count | Percent | Count                 | Percent | Count                | Percent |
|             | Female     | 2                 | 16.7%   | 2     | 16.7%   | 2                     | 16.7%   | 6                    | 50.0%   |
|             | Male       | 15                | 25.4%   | 8     | 13.6%   | 16                    | 27.1%   | 20                   | 33.9%   |
|             | Non-Binary | --                | --      | --    | --      | --                    | --      | --                   | --      |
|             | Total      | 17                | 23.9%   | 10    | 14.1%   | 18                    | 25.4%   | 26                   | 36.6%   |

### 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<sup>149</sup>. There were no significant differences<sup>150</sup> in the consent request rate in 2024, with both male (0.4%) and female (0.3%) subjects asked to consent at a similar rate. 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 2020.

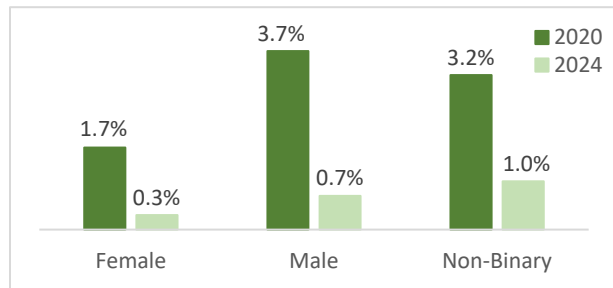


Table 31. Male subjects are significantly more likely to be searched than female subjects.

|             | Gender     | Total Subjects Searched |      | Consent |         | Warrant |         | Warrant Exception |         |
|-------------|------------|-------------------------|------|---------|---------|---------|---------|-------------------|---------|
|             |            | Searches                | Rate | Count   | Percent | Count   | Percent | Count             | Percent |
|             |            |                         |      |         |         |         |         |                   |         |
| Traffic     | Female     | 6                       | 0.2% | 0       | 0.0%    | 2       | 33.3%   | 4                 | 66.7%   |
|             | Male       | 52                      | 0.7% | 4       | 7.7%    | 5       | 9.6%    | 49                | 94.2%   |
|             | Non-Binary | 1                       | 0.9% | 0       | 0.0%    | 0       | 0.0%    | 1                 | 100.0%  |
|             | Total      | 59                      | 0.5% | 4       | 6.8%    | 7       | 11.9%   | 54                | 91.5%   |
| Non-Traffic |            | Total Subjects Searched |      | Consent |         | Warrant |         | Warrant Exception |         |
|             |            | Searches                | Rate | Count   | Percent | Count   | Percent | Count             | Percent |
|             | Female     | 16                      | 0.5% | 8       | 50.0%   | 1       | 6.3%    | 7                 | 43.8%   |
|             | Male       | 78                      | 0.8% | 35      | 44.9%   | 11      | 14.1%   | 36                | 46.2%   |
|             | Non-Binary | 1                       | 1.2% | 0       | 0.0%    | 1       | 100.0%  | 0                 | 0.0%    |
|             | Total      | 95                      | 0.7% | 43      | 45.3%   | 13      | 13.7%   | 43                | 45.3%   |

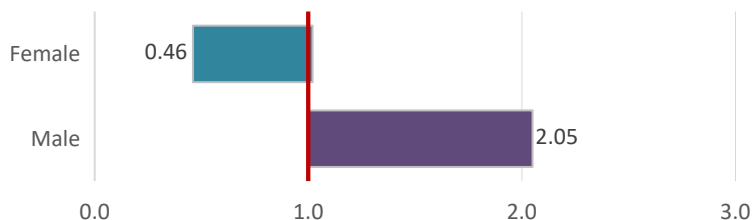
- NOTE: More than one search type can be utilized and recorded on each interaction

<sup>149</sup> Female:  $p < .02$ ,  $r^2 = .92$ ; Male:  $p < .01$ ,  $r^2 = .92$

<sup>150</sup>  $\chi^2 = 2.325$ ,  $p < .13$ ,  $df = 1$

Subjects perceived to be male were searched at a significantly different<sup>151</sup> – and disparate rate – in 2024. This is the second straight year – 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<sup>152</sup> 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 in back-to-back years.**



### Contraband Hit Rates

In 2024, there were no significant differences<sup>153</sup> in the contraband recovery rate between male and female subjects at the conclusion of a discretionary search. Males were found with contraband in 60.8% of searches, while females were found with contraband in 59.1% of searches. Alcohol and Drugs were the most commonly found items for male and female subjects.

**Table 32. Alcohol is the most commonly uncovered item during subject searches.**

| Gender     | Total Searches | Found Contraband |         | Alcohol |         | Drugs |         | Firearms |         | Other Weapons |         | Stolen Property |         | Other |         |
|------------|----------------|------------------|---------|---------|---------|-------|---------|----------|---------|---------------|---------|-----------------|---------|-------|---------|
|            | Count          | Count            | Percent | Count   | Percent | Count | Percent | Count    | Percent | Count         | Percent | Count           | Percent | Count | Percent |
| Female     | 22             | 13               | 59.1%   | 6       | 27.3%   | 4     | 18.2%   | 1        | 4.5%    | 0             | 0.0%    | 1               | 4.5%    | 5     | 22.7%   |
| Male       | 130            | 79               | 60.8%   | 32      | 24.6%   | 25    | 19.2%   | 12       | 9.2%    | 1             | 0.8%    | 2               | 1.5%    | 21    | 16.2%   |
| Non-Binary | 2              | 2                | 100.0%  | 1       | 50.0%   | 0     | 0.0%    | 0        | 0.0%    | 0             | 0.0%    | 0               | 0.0%    | 1     | 50.0%   |
| Total      | 154            | 94               | 61.0%   | 39      | 25.3%   | 29    | 18.8%   | 13       | 8.4%    | 1             | 0.6%    | 3               | 1.9%    | 27    | 17.5%   |

<sup>151</sup>  $\chi^2 = 11.930, p < .001, df = 1$

<sup>152</sup> Consent:  $\chi^2 = 0.357, p < .56, df = 1$  ; Warrant Exception:  $\chi^2 = 1.914, p < .17, df = 1$

<sup>153</sup>  $\chi^2 = 0.022, p < .89, df = 1$

## Stop Outcomes

**Table 33. Male subjects were significantly more likely to be arrested – regardless of PPB division.**

| Traffic     |        | Total Stops |         | Enforcement Action |         |         |         |          |         |              |         |                  |         |          |         |
|-------------|--------|-------------|---------|--------------------|---------|---------|---------|----------|---------|--------------|---------|------------------|---------|----------|---------|
|             | Gender | Count       | Percent | None               |         | Warning |         | Citation |         | Cite-in-Lieu |         | Juvenile Summons |         | Arrested |         |
|             |        |             |         | Count              | Percent | Count   | Percent | Count    | Percent | Count        | Percent | Count            | Percent | Count    | Percent |
|             | Female | 3,357       | 29.4%   | 15                 | 0.4%    | 680     | 20.3%   | 2,618    | 78.0%   | 17           | 0.5%    | 0                | 0.0%    | 27       | 0.8%    |
|             | Male   | 7,962       | 69.7%   | 45                 | 0.6%    | 1,419   | 17.8%   | 6,288    | 79.0%   | 35           | 0.4%    | 0                | 0.0%    | 175      | 2.2%    |
| Non-Binary  | 109    | 1.0%        | 1       | 0.9%               | 13      | 11.9%   | 94      | 86.2%    | 0       | 0.0%         | 0       | 0.0%             | 1       | 0.9%     |         |
| Total       | 11,428 | 100.0%      | 61      | 0.5%               | 2,112   | 18.6%   | 9,000   | 79.1%    | 52      | 0.5%         | 0       | 0.0%             | 203     | 1.8%     |         |
| Non-Traffic |        | Total Stops |         | Enforcement Action |         |         |         |          |         |              |         |                  |         |          |         |
|             | Gender | Count       | Percent | None               |         | Warning |         | Citation |         | Cite-in-Lieu |         | Juvenile Summons |         | Arrested |         |
|             |        |             |         | Count              | Percent | Count   | Percent | Count    | Percent | Count        | Percent | Count            | Percent | Count    | Percent |
|             | Female | 3,158       | 24.5%   | 149                | 4.7%    | 2,366   | 74.9%   | 449      | 14.2%   | 19           | 0.6%    | 1                | 0.0%    | 174      | 5.5%    |
|             | Male   | 9,651       | 74.9%   | 477                | 4.9%    | 7,130   | 73.9%   | 1,353    | 14.0%   | 112          | 1.2%    | 4                | 0.0%    | 575      | 6.0%    |
| Non-Binary  | 84     | 0.7%        | 16      | 19.0%              | 53      | 63.1%   | 13      | 15.5%    | 0       | 0.0%         | 0       | 0.0%             | 2       | 2.4%     |         |
| Total       | 12,893 | 100.0%      | 642     | 5.0%               | 9,549   | 74.9%   | 1,815   | 14.2%    | 131     | 1.0%         | 5       | 0.0%             | 751     | 5.9%     |         |

Male and female subjects had significantly different stop dispositions when stopped by a Portland Police Bureau officer from either division<sup>154</sup>. Both divisions were significantly more likely to arrest a male subject and significantly more likely to warn a female subject. Non-Traffic personnel were also significantly more likely to issue a cite-in-lieu of an arrest for male subjects. 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.

<sup>154</sup> Traffic:  $\chi^2 = 34.391, p < .001, df = 4$ ; Non-Traffic:  $\chi^2 = 25.534, p < .001, df = 4$

## APPENDIX F: PERCEIVED AGE ANALYSIS

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

|             | Age                      | 2020          |             | 2021          |             | 2022          |             | 2023          |             | 2024          |             |
|-------------|--------------------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|
|             |                          | Count         | Percent     | Count         | Percent     | Count         | Percent     | Count         | Percent     | Count         | Percent     |
| Traffic     | Less than 16             | 18            | 0.1%        | 4             | 0.1%        | 3             | 0.1%        | 10            | 0.2%        | 12            | 0.1%        |
|             | 16 to 24                 | 2,689         | 19.7%       | 609           | 16.4%       | 523           | 17.5%       | 1,338         | 20.8%       | 2,216         | 19.4%       |
|             | 25 to 64                 | 10,438        | 76.6%       | 2,939         | 79.2%       | 2,304         | 77.2%       | 4,834         | 75.2%       | 8,695         | 76.2%       |
|             | 65 or Older              | 479           | 3.5%        | 160           | 4.3%        | 156           | 5.2%        | 243           | 3.8%        | 487           | 4.3%        |
|             | <b>Traffic Total</b>     | <b>13,624</b> | <b>100%</b> | <b>3,712</b>  | <b>100%</b> | <b>2,986</b>  | <b>100%</b> | <b>6,425</b>  | <b>100%</b> | <b>11,410</b> | <b>100%</b> |
| Non-Traffic | Less than 16             | 23            | 0.2%        | 21            | 0.2%        | 24            | 0.2%        | 27            | 0.3%        | 27            | 0.2%        |
|             | 16 to 24                 | 1,669         | 14.7%       | 1,530         | 14.8%       | 1,381         | 13.1%       | 1,522         | 14.2%       | 1,750         | 13.7%       |
|             | 25 to 64                 | 9,435         | 83.0%       | 8,509         | 82.5%       | 8,956         | 84.7%       | 8,895         | 83.2%       | 10,635        | 83.3%       |
|             | 65 or Older              | 240           | 1.8%        | 256           | 6.9%        | 217           | 7.3%        | 244           | 3.8%        | 360           | 3.2%        |
|             | <b>Non-Traffic Total</b> | <b>11,367</b> | <b>100%</b> | <b>10,316</b> | <b>100%</b> | <b>10,578</b> | <b>100%</b> | <b>10,688</b> | <b>100%</b> | <b>12,772</b> | <b>100%</b> |

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

|             | Age                      | 2020       |             | 2021      |             | 2022       |             | 2023      |             | 2024      |             |
|-------------|--------------------------|------------|-------------|-----------|-------------|------------|-------------|-----------|-------------|-----------|-------------|
|             |                          | Count      | Percent     | Count     | Percent     | Count      | Percent     | Count     | Percent     | Count     | Percent     |
| Traffic     | Less than 16             | 1          | 2.6%        | 0         | 0.0%        | 0          | 0.0%        | 0         | 0.0%        | 0         | 0.0%        |
|             | 16 to 24                 | 8          | 21.1%       | 1         | 25.0%       | 1          | 50.0%       | 0         | 0.0%        | 2         | 11.1%       |
|             | 25 to 64                 | 28         | 73.7%       | 3         | 75.0%       | 0          | 0.0%        | 8         | 100.0%      | 15        | 83.3%       |
|             | 65 or Older              | 1          | 2.6%        | 0         | 0.0%        | 1          | 50.0%       | 0         | 0.0%        | 1         | 5.6%        |
|             | <b>Traffic Total</b>     | <b>38</b>  | <b>100%</b> | <b>4</b>  | <b>100%</b> | <b>2</b>   | <b>100%</b> | <b>8</b>  | <b>100%</b> | <b>18</b> | <b>100%</b> |
| Non-Traffic | Less than 16             | 1          | 0.5%        | 0         | 0.0%        | 0          | 0.0%        | 0         | 0.0%        | 1         | 1.4%        |
|             | 16 to 24                 | 13         | 6.4%        | 8         | 18.6%       | 15         | 14.3%       | 3         | 8.1%        | 9         | 12.7%       |
|             | 25 to 64                 | 186        | 91.6%       | 35        | 81.4%       | 88         | 83.8%       | 34        | 91.9%       | 61        | 85.9%       |
|             | 65 or Older              | 3          | 7.9%        | 0         | 0.0%        | 2          | 100.0%      | 0         | 0.0%        | 0         | 0.0%        |
|             | <b>Non-Traffic Total</b> | <b>203</b> | <b>100%</b> | <b>43</b> | <b>100%</b> | <b>105</b> | <b>100%</b> | <b>37</b> | <b>100%</b> | <b>71</b> | <b>100%</b> |

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 2024 – representing 80 percent of all stops – followed by 16 to 24 (16.4%), 65 or Older (3.5%), 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<sup>155</sup>. The operational divisions display differential stop patterns for drivers<sup>156</sup>, with Traffic officers stopping significantly more drivers aged 16 to 24 or 65 or Older and Non-Traffic personnel stopping significantly more drivers Under 16 or between the ages of 25 and 64.

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<sup>157</sup>,

<sup>155</sup> Under 16:  $p < .75$ ,  $r^2 = .04$ ; 16 to 24:  $p < .93$ ,  $r^2 = .00$ ;

25 to 64:  $p < .91$ ,  $r^2 = .01$ ; 65 or Older:  $p < .28$ ,  $r^2 = .37$

<sup>156</sup>  $\chi^2 = 198.186$ ,  $p < .001$ ,  $df = 3$

<sup>157</sup> OAR 836-080-0055

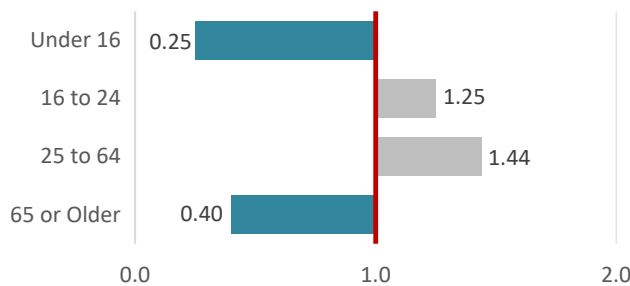
with the State explicitly allowing differential premiums<sup>158</sup> for drivers under the age of 25 and over the age of 55 (without an authorized prevention course) as older drivers are more likely to be involved in a motor vehicle collision<sup>159</sup>. If officers are making stops based on dangerous 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.

**Table 36. 2024 Injury Collision Statistics, by Age of Drivers**

| Age          | 2024         |               |
|--------------|--------------|---------------|
|              | Count        | Percent       |
| Under 16     | 5            | 0.4%          |
| 16 to 24     | 170          | 13.6%         |
| 25 to 64     | 920          | 73.5%         |
| 65 or Over   | 157          | 12.5%         |
| <b>Total</b> | <b>1,252</b> | <b>100.0%</b> |

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. Traffic and Non-Traffic officers displayed differential stop patterns based on the age of the driver.**

|             | Age                      | Moving Violations |              |              |              | Non-Moving Violations |              | Non-Traffic Offenses |             |
|-------------|--------------------------|-------------------|--------------|--------------|--------------|-----------------------|--------------|----------------------|-------------|
|             |                          | Dangerous         |              | Minor        |              | Violations            |              | Offenses             |             |
|             |                          | Count             | Percent      | Count        | Percent      | Count                 | Percent      | Count                | Percent     |
|             |                          |                   |              |              |              |                       |              |                      |             |
| Traffic     | Under 16                 | 8                 | 66.7%        | 3            | 25.0%        | 1                     | 8.3%         | 0                    | 0.0%        |
|             | 16 to 24                 | 1,868             | 84.3%        | 113          | 5.1%         | 235                   | 10.6%        | 0                    | 0.0%        |
|             | 25 to 64                 | 6,497             | 74.7%        | 887          | 10.2%        | 1,302                 | 15.0%        | 9                    | 0.1%        |
|             | 65 or Older              | 315               | 64.7%        | 118          | 24.2%        | 54                    | 11.1%        | 0                    | 0.0%        |
|             | <b>Traffic Total</b>     | <b>8,688</b>      | <b>76.1%</b> | <b>1,121</b> | <b>9.8%</b>  | <b>1,592</b>          | <b>14.0%</b> | <b>9</b>             | <b>0.1%</b> |
| Non-Traffic |                          | Moving Violations |              |              |              | Non-Moving Violations |              | Non-Traffic Offenses |             |
|             |                          | Dangerous         |              | Minor        |              | Violations            |              | Offenses             |             |
|             |                          | Count             | Percent      | Count        | Percent      | Count                 | Percent      | Count                | Percent     |
|             | Under 16                 | 15                | 55.6%        | 4            | 14.8%        | 7                     | 25.9%        | 1                    | 3.7%        |
|             | 16 to 24                 | 825               | 47.1%        | 224          | 12.8%        | 648                   | 37.0%        | 53                   | 3.0%        |
|             | 25 to 64                 | 4,169             | 39.2%        | 1,270        | 11.9%        | 4,941                 | 46.5%        | 255                  | 2.4%        |
|             | 65 or Older              | 180               | 50.0%        | 45           | 12.5%        | 126                   | 35.0%        | 9                    | 2.5%        |
|             | <b>Non-Traffic Total</b> | <b>5,189</b>      | <b>40.6%</b> | <b>1,543</b> | <b>12.1%</b> | <b>5,722</b>          | <b>44.8%</b> | <b>318</b>           | <b>2.5%</b> |

<sup>158</sup> ORS 742.490

<sup>159</sup> 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 2024.**

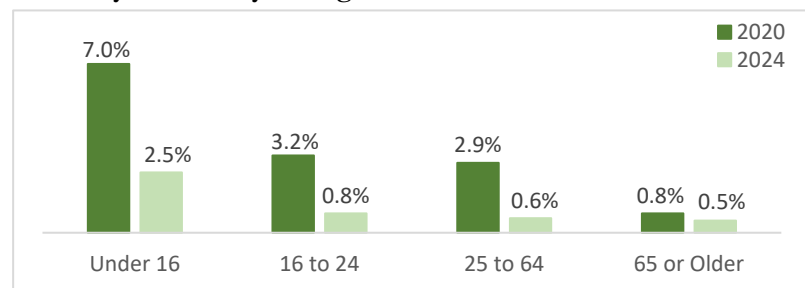
|             | Age                      | Moving Violations |              |           |              | Non-Moving Violations |              | Non-Traffic Offenses |              |
|-------------|--------------------------|-------------------|--------------|-----------|--------------|-----------------------|--------------|----------------------|--------------|
|             |                          | Dangerous         |              | Minor     |              |                       |              |                      |              |
|             |                          | Count             | Percent      | Count     | Percent      | Count                 | Percent      | Count                | Percent      |
| Traffic     | Under 16                 | --                | --           | --        | --           | --                    | --           | --                   | --           |
|             | 16 to 24                 | 0                 | 0.0%         | 1         | 50.0%        | 0                     | 0.0%         | 1                    | 50.0%        |
|             | 25 to 64                 | 2                 | 13.3%        | 8         | 53.3%        | 2                     | 13.3%        | 3                    | 20.0%        |
|             | 65 or Older              | 0                 | 0.0%         | 1         | 100.0%       | 0                     | 0.0%         | 0                    | 0.0%         |
|             | <b>Traffic Total</b>     | <b>2</b>          | <b>11.1%</b> | <b>10</b> | <b>55.6%</b> | <b>2</b>              | <b>11.1%</b> | <b>4</b>             | <b>22.2%</b> |
| Non-Traffic | Under 16                 | 0                 | 0.0%         | 1         | 100.0%       | 0                     | 0.0%         | 0                    | 0.0%         |
|             | 16 to 24                 | 0                 | 0.0%         | 2         | 22.2%        | 3                     | 33.3%        | 4                    | 44.4%        |
|             | 25 to 64                 | 17                | 27.9%        | 7         | 11.5%        | 15                    | 24.6%        | 22                   | 36.1%        |
|             | 65 or Older              | --                | --           | --        | --           | --                    | --           | --                   | --           |
|             | <b>Non-Traffic Total</b> | <b>17</b>         | <b>23.9%</b> | <b>10</b> | <b>14.1%</b> | <b>18</b>             | <b>25.4%</b> | <b>26</b>            | <b>36.6%</b> |

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<sup>160</sup> 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<sup>161</sup> 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<sup>162</sup> 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 for all perceived age groups have declined over the past five years – with some of them at a significant and steady rate. Subjects perceived to be aged 16 to 24 or 25 to 64<sup>163</sup> 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<sup>164</sup>. There were no significant differences in the consent request<sup>165</sup> or consent denial rate<sup>166</sup> between the different perceived age groups. All groups of subjects were searched at approximately

**Figure 18. All perceived age groups were searched less in 2024 than they were five years ago.**



<sup>160</sup>  $\chi^2 = 72.681, p < .001, df = 6$

<sup>161</sup>  $\chi^2 = 211.779, p < .001, df = 4$

<sup>162</sup> Non-Traffic:  $\chi^2 = 5.124, p < .08, df = 2$ ; Traffic could not be analyzed due to small sample size

<sup>163</sup> 16 to 24:  $p < .02, r^2 = .91$ ; 25 to 64:  $p < .01, r^2 = .92$

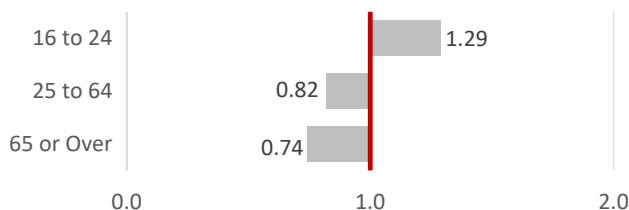
<sup>164</sup> Under 16:  $p < .28, r^2 = .38$ ; 65 or Older:  $p < .24, r^2 = .42$

<sup>165</sup>  $\chi^2 = 1.272, p < .26, df = 1$

<sup>166</sup>  $\chi^2 = 0.786, p < .38, df = 1$

the same rate for each of the different search types<sup>167</sup>. Portland Police officers did not display disparate or significantly different<sup>168</sup> search patterns based on the perceived age of the subject in 2024.

**Figure 19. All groups were searched at rates similar to their overall stop rates in 2024.**



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

|             | Age          | Total Subjects Searched |             | Consent   |              | Warrant   |              | Warrant Exception |              |
|-------------|--------------|-------------------------|-------------|-----------|--------------|-----------|--------------|-------------------|--------------|
|             |              | Searches                | Rate        | Count     | Percent      | Count     | Percent      | Count             | Percent      |
|             |              |                         |             |           |              |           |              |                   |              |
| Traffic     | Under 16     | 0                       | 0.0%        | --        | --           | --        | --           | --                | --           |
|             | 16 to 24     | 10                      | 0.5%        | 1         | 10.0%        | 1         | 10.0%        | 9                 | 90.0%        |
|             | 25 to 64     | 46                      | 0.5%        | 3         | 6.5%         | 6         | 13.0%        | 42                | 91.3%        |
|             | 65 or Older  | 3                       | 0.6%        | 0         | 0.0%         | 0         | 0.0%         | 3                 | 100.0%       |
|             | <b>Total</b> | <b>59</b>               | <b>0.5%</b> | <b>4</b>  | <b>6.8%</b>  | <b>7</b>  | <b>11.9%</b> | <b>54</b>         | <b>91.5%</b> |
| Non-Traffic |              |                         |             |           |              |           |              |                   |              |
|             |              |                         |             |           |              |           |              |                   |              |
|             |              |                         |             |           |              |           |              |                   |              |
|             |              |                         |             |           |              |           |              |                   |              |
|             |              |                         |             |           |              |           |              |                   |              |
|             |              |                         |             |           |              |           |              |                   |              |
|             | Age          | Total Subjects Searched |             | Consent   |              | Warrant   |              | Warrant Exception |              |
|             |              | Searches                | Rate        | Count     | Percent      | Count     | Percent      | Count             | Percent      |
|             |              |                         |             |           |              |           |              |                   |              |
| Non-Traffic | Under 16     | 1                       | 3.6%        | 1         | 100.0%       | 0         | 0.0%         | 0                 | 0.0%         |
|             | 16 to 24     | 21                      | 1.2%        | 6         | 28.6%        | 7         | 33.3%        | 8                 | 38.1%        |
|             | 25 to 64     | 72                      | 0.7%        | 35        | 48.6%        | 6         | 8.3%         | 35                | 48.6%        |
|             | 65 or Older  | 1                       | 0.3%        | 1         | 100.0%       | 0         | 0.0%         | 0                 | 0.0%         |
|             | <b>Total</b> | <b>95</b>               | <b>0.7%</b> | <b>43</b> | <b>45.3%</b> | <b>13</b> | <b>13.7%</b> | <b>43</b>         | <b>45.3%</b> |

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

## Contraband Hit Rates

Subjects that were between the ages of 16 to 24 and searched were significantly more likely<sup>169</sup> to be found with contraband than other age groups. Portland Police officers found contraband on a majority of all searches, regardless of the age of the subject being searched. Alcohol and Drugs were the most commonly uncovered items across age groups, followed by Other Contraband.

**Table 40. Subjects aged 16 to 24 were significantly more likely to be found with contraband.**

| Age          | Total Searches | Found Contraband |              | Alcohol   |              | Drugs     |              | Firearms  |             | Other Weapons |             | Stolen Property |             | Other     |              |
|--------------|----------------|------------------|--------------|-----------|--------------|-----------|--------------|-----------|-------------|---------------|-------------|-----------------|-------------|-----------|--------------|
|              | Count          | Count            | Percent      | Count     | Percent      | Count     | Percent      | Count     | Percent     | Count         | Percent     | Count           | Percent     | Count     | Percent      |
| Under 16     | 1              | 0                | 0.0%         | 0         | 0.0%         | 0         | 0.0%         | 0         | 0.0%        | 0             | 0.0%        | 0               | 0.0%        | 0         | 0.0%         |
| 16 to 24     | 31             | 24               | 77.4%        | 12        | 38.7%        | 6         | 19.4%        | 4         | 12.9%       | 0             | 0.0%        | 0               | 0.0%        | 5         | 16.1%        |
| 25 to 64     | 118            | 68               | 57.6%        | 26        | 22.0%        | 23        | 19.5%        | 9         | 7.6%        | 1             | 0.8%        | 3               | 2.5%        | 21        | 17.8%        |
| 65 or Older  | 4              | 2                | 50.0%        | 1         | 25.0%        | 0         | 0.0%         | 0         | 0.0%        | 0             | 0.0%        | 0               | 0.0%        | 1         | 25.0%        |
| <b>Total</b> | <b>154</b>     | <b>94</b>        | <b>61.0%</b> | <b>39</b> | <b>25.3%</b> | <b>29</b> | <b>18.8%</b> | <b>13</b> | <b>8.4%</b> | <b>1</b>      | <b>0.6%</b> | <b>3</b>        | <b>1.9%</b> | <b>27</b> | <b>17.5%</b> |

<sup>167</sup> Consent:  $\chi^2 = 1.078, p < .30, df = 1$ ; Warrant Exception:  $\chi^2 = 1.144, p < .29, df = 1$ ; Small sample sizes on warrants prevent any statistical comparison between perceived age groups.

<sup>168</sup>  $\chi^2 = 1.903, p < .39, df = 2$

<sup>169</sup>  $\chi^2 = 4.072, p < .05, df = 1$

## Stop Outcomes

PPB personnel assigned to the Traffic Division displayed significantly different disposition outcomes based on the perceived age of the stopped subject<sup>170</sup>. Subjects perceived to be between the ages of 16 and 24 were significantly more likely to receive a citation while drivers between the ages of 25 and 64 were significantly more likely to receive a warning. Non-Traffic personnel did not display differential outcomes based on the perceived age of the driver in 2024<sup>171</sup>. 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. The Traffic Division displayed differential patterns based on the age of the subject.**

| Traffic           | Total Stops |        |         | Enforcement Action |         |         |         |          |         |              |         |                  |         |          |         |
|-------------------|-------------|--------|---------|--------------------|---------|---------|---------|----------|---------|--------------|---------|------------------|---------|----------|---------|
|                   | Age         | Count  | Percent | None               |         | Warning |         | Citation |         | Cite-in-Lieu |         | Juvenile Summons |         | Arrested |         |
|                   |             |        |         | Count              | Percent | Count   | Percent | Count    | Percent | Count        | Percent | Count            | Percent | Count    | Percent |
|                   |             |        |         |                    |         |         |         |          |         |              |         |                  |         |          |         |
|                   |             |        |         |                    |         |         |         |          |         |              |         |                  |         |          |         |
| Under 16          | 12          | 0.1%   | 0       | 0.0%               | 2       | 16.7%   | 10      | 83.3%    | 0       | 0.0%         | 0       | 0.0%             | 0       | 0.0%     |         |
| 16 to 24          | 2,218       | 19.4%  | 8       | 0.4%               | 249     | 11.2%   | 1,918   | 86.5%    | 10      | 0.5%         | 0       | 0.0%             | 33      | 1.5%     |         |
| 25 to 64          | 8,710       | 76.2%  | 52      | 0.6%               | 1,693   | 19.4%   | 6,757   | 77.6%    | 41      | 0.5%         | 0       | 0.0%             | 167     | 1.9%     |         |
| 65 or Over        | 488         | 4.3%   | 1       | 0.2%               | 168     | 34.4%   | 315     | 64.5%    | 1       | 0.2%         | 0       | 0.0%             | 3       | 0.6%     |         |
| Traffic Total     | 11,428      | 100.0% | 61      | 0.5%               | 2,112   | 18.6%   | 9,000   | 79.1%    | 52      | 0.5%         | 0       | 0.0%             | 203     | 1.8%     |         |
| Non-Traffic       | Total Stops |        |         | Enforcement Action |         |         |         |          |         |              |         |                  |         |          |         |
|                   | Age         | Count  | Percent | None               |         | Warning |         | Citation |         | Cite-in-Lieu |         | Juvenile Summons |         | Arrested |         |
|                   |             |        |         | Count              | Percent | Count   | Percent | Count    | Percent | Count        | Percent | Count            | Percent | Count    | Percent |
|                   |             |        |         |                    |         |         |         |          |         |              |         |                  |         |          |         |
|                   |             |        |         |                    |         |         |         |          |         |              |         |                  |         |          |         |
| Under 16          | 28          | 0.2%   | 2       | 7.1%               | 20      | 71.4%   | 4       | 14.3%    | 0       | 0.0%         | 1       | 3.6%             | 1       | 3.6%     |         |
| 16 to 24          | 1,759       | 13.7%  | 87      | 4.9%               | 1,305   | 74.2%   | 259     | 14.7%    | 17      | 1.0%         | 3       | 0.2%             | 88      | 5.0%     |         |
| 25 to 64          | 10,696      | 83.3%  | 528     | 4.9%               | 7,955   | 74.4%   | 1,501   | 14.0%    | 111     | 1.0%         | 1       | 0.0%             | 600     | 5.6%     |         |
| 65 or Over        | 360         | 2.8%   | 25      | 6.9%               | 269     | 74.7%   | 51      | 14.2%    | 3       | 0.8%         | 0       | 0.0%             | 12      | 3.3%     |         |
| Non-Traffic Total | 12,843      | 100.0% | 642     | 5.1%               | 9,549   | 75.1%   | 1,815   | 14.3%    | 131     | 1.0%         | 5       | 0.0%             | 701     | 5.5%     |         |

<sup>170</sup>  $\chi^2 = 88.293, p < .001, df = 4$

<sup>171</sup>  $\chi^2 = 7.637, p < .48, df = 8$

## 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<sup>172</sup>. 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. Over the past five years, there have been no significant changes in the stops rates of individuals based on their perceived mental health status, with those perceived to have a mental health issue (0.4% in 2020 vs. 0.3% in 2024)<sup>173</sup>, no mental health issue (98.4% in 2020 vs. 98.7% in 2024)<sup>174</sup>, or an unknown mental health issue (1.2% in 2020 vs. 1.0% in 2024)<sup>175</sup> generally stable since 2020. In 2024, Traffic Officers were significantly more likely<sup>176</sup> to perceive a subject to have no mental health issue while Non-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.**

|             |                                  | 2020          |             | 2021          |             | 2022          |             | 2023          |             | 2024          |             |
|-------------|----------------------------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|
|             |                                  | Count         | Percent     | Count         | Percent     | Count         | Percent     | Count         | Percent     | Count         | Percent     |
| Traffic     | Mental Health Status             |               |             |               |             |               |             |               |             |               |             |
|             | No Perceived Mental Health Issue | 13,548        | 99.4%       | 3,628         | 97.7%       | 2,942         | 98.5%       | 6,074         | 94.5%       | 11,361        | 99.6%       |
|             | Perceived Mental Health Issue    | 53            | 0.4%        | 60            | 1.6%        | 37            | 1.2%        | 32            | 0.5%        | 41            | 0.4%        |
|             | Unknown Mental Health Issue      | 23            | 0.2%        | 24            | 0.6%        | 7             | 0.2%        | 319           | 5.0%        | 8             | 0.1%        |
|             | <b>Traffic Total</b>             | <b>13,624</b> | <b>100%</b> | <b>3,712</b>  | <b>100%</b> | <b>2,986</b>  | <b>100%</b> | <b>6,425</b>  | <b>100%</b> | <b>11,410</b> | <b>100%</b> |
| Non-Traffic |                                  | 2020          |             | 2021          |             | 2022          |             | 2023          |             | 2024          |             |
|             | Mental Health Status             | Count         | Percent     | Count         | Percent     | Count         | Percent     | Count         | Percent     | Count         | Percent     |
|             | No Perceived Mental Health Issue | 11,057        | 97.3%       | 10,005        | 97.0%       | 10,291        | 97.3%       | 10,414        | 97.4%       | 12,513        | 98.0%       |
|             | Perceived Mental Health Issue    | 35            | 0.3%        | 52            | 0.5%        | 57            | 0.5%        | 46            | 0.4%        | 31            | 0.2%        |
|             | Unknown Mental Health Issue      | 275           | 2.4%        | 259           | 2.5%        | 230           | 2.2%        | 228           | 2.1%        | 228           | 1.8%        |
|             | <b>Non-Traffic Total</b>         | <b>11,367</b> | <b>100%</b> | <b>10,316</b> | <b>100%</b> | <b>10,578</b> | <b>100%</b> | <b>10,688</b> | <b>100%</b> | <b>12,772</b> | <b>100%</b> |

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

|             |                                  | 2020       |             | 2021      |             | 2022       |             | 2023      |             | 2024      |             |
|-------------|----------------------------------|------------|-------------|-----------|-------------|------------|-------------|-----------|-------------|-----------|-------------|
|             |                                  | Count      | Percent     | Count     | Percent     | Count      | Percent     | Count     | Percent     | Count     | Percent     |
| Traffic     | Mental Health Status             |            |             |           |             |            |             |           |             |           |             |
|             | No Perceived Mental Health Issue | 37         | 97.4%       | 4         | 100.0%      | 2          | 100.0%      | 6         | 75.0%       | 18        | 100.0%      |
|             | Perceived Mental Health Issue    | 1          | 2.6%        | 0         | 0.0%        | 0          | 0.0%        | 0         | 0.0%        | 0         | 0.0%        |
|             | Unknown Mental Health Issue      | 0          | 0.0%        | 0         | 0.0%        | 0          | 0.0%        | 2         | 25.0%       | 0         | 0.0%        |
|             | <b>Traffic Total</b>             | <b>38</b>  | <b>100%</b> | <b>4</b>  | <b>100%</b> | <b>2</b>   | <b>100%</b> | <b>8</b>  | <b>100%</b> | <b>18</b> | <b>100%</b> |
| Non-Traffic |                                  | 2020       |             | 2021      |             | 2022       |             | 2023      |             | 2024      |             |
|             | Mental Health Status             | Count      | Percent     | Count     | Percent     | Count      | Percent     | Count     | Percent     | Count     | Percent     |
|             | No Perceived Mental Health Issue | 181        | 89.2%       | 31        | 72.1%       | 99         | 94.3%       | 33        | 89.2%       | 65        | 91.5%       |
|             | Perceived Mental Health Issue    | 14         | 6.9%        | 8         | 18.6%       | 2          | 1.9%        | 2         | 5.4%        | 2         | 2.8%        |
|             | Unknown Mental Health Issue      | 8          | 3.9%        | 4         | 9.3%        | 4          | 3.8%        | 2         | 5.4%        | 4         | 5.6%        |
|             | <b>Non-Traffic Total</b>         | <b>203</b> | <b>100%</b> | <b>43</b> | <b>100%</b> | <b>105</b> | <b>100%</b> | <b>37</b> | <b>100%</b> | <b>71</b> | <b>100%</b> |

<sup>172</sup> United States of America v. City of Portland, No. 3:12-cv-02265-SI (D. Ore. 2012).

<sup>173</sup>  $p < .49$ ,  $r^2 = .17$

<sup>174</sup>  $p < .98$ ,  $r^2 = .00$

<sup>175</sup>  $p < .84$ ,  $r^2 = .02$

<sup>176</sup>  $\chi^2 = 188.084$ ,  $p < .001$ ,  $df = 2$

## 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 a perceived mental health issue were generally stopped at a higher rate for Minor Moving and Non-Moving Violations than other groups of drivers.**

|             | Mental Health Status             | Moving Violations |              |              |              | Non-Moving Violations |              | Non-Traffic Offenses |             |
|-------------|----------------------------------|-------------------|--------------|--------------|--------------|-----------------------|--------------|----------------------|-------------|
|             |                                  | Dangerous         |              | Minor        |              |                       |              |                      |             |
|             |                                  | Count             | Percent      | Count        | Percent      | Count                 | Percent      | Count                | Percent     |
| Traffic     | No Perceived Mental Health Issue | 8,659             | 76.2%        | 1,105        | 9.7%         | 1,588                 | 14.0%        | 9                    | 0.1%        |
|             | Perceived Mental Health Issue    | 23                | 56.1%        | 15           | 36.6%        | 3                     | 7.3%         | 0                    | 0.0%        |
|             | Unknown Mental Health Issue      | 6                 | 75.0%        | 1            | 12.5%        | 1                     | 12.5%        | 0                    | 0.0%        |
|             | <b>Traffic Total</b>             | <b>8,688</b>      | <b>76.1%</b> | <b>1,121</b> | <b>9.8%</b>  | <b>1,592</b>          | <b>14.0%</b> | <b>9</b>             | <b>0.1%</b> |
| Non-Traffic |                                  | Moving Violations |              |              |              | Non-Moving Violations |              | Non-Traffic Offenses |             |
|             |                                  | Dangerous         |              | Minor        |              |                       |              |                      |             |
|             |                                  | Count             | Percent      | Count        | Percent      | Count                 | Percent      | Count                | Percent     |
|             | No Perceived Mental Health Issue | 5,072             | 40.5%        | 1,514        | 12.1%        | 5,611                 | 44.8%        | 316                  | 2.5%        |
|             | Perceived Mental Health Issue    | 13                | 41.9%        | 3            | 9.7%         | 15                    | 48.4%        | 0                    | 0.0%        |
|             | Unknown Mental Health Issue      | 104               | 45.6%        | 26           | 11.4%        | 96                    | 42.1%        | 2                    | 0.9%        |
|             | <b>Non-Traffic Total</b>         | <b>5,189</b>      | <b>40.6%</b> | <b>1,543</b> | <b>12.1%</b> | <b>5,722</b>          | <b>44.8%</b> | <b>318</b>           | <b>2.5%</b> |

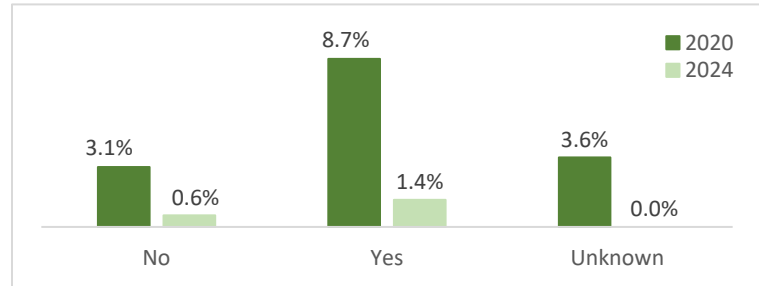
**Table 45. More than half of the pedestrians stopped with a perceived mental health issue or unknown mental health issue were stopped for a Non-Traffic Offense.**

|             | Mental Health Status             | Moving Violations |              |           |              | Non-Moving Violations |              | Non-Traffic Offenses |              |
|-------------|----------------------------------|-------------------|--------------|-----------|--------------|-----------------------|--------------|----------------------|--------------|
|             |                                  | Dangerous         |              | Minor     |              |                       |              |                      |              |
|             |                                  | Count             | Percent      | Count     | Percent      | Count                 | Percent      | Count                | Percent      |
| Traffic     | No Perceived Mental Health Issue | 2                 | 11.1%        | 10        | 55.6%        | 2                     | 11.1%        | 4                    | 22.2%        |
|             | Perceived Mental Health Issue    | 0                 | 0.0%         | 0         | 0.0%         | 0                     | 0.0%         | 0                    | 0.0%         |
|             | Unknown Mental Health Issue      | 0                 | 0.0%         | 0         | 0.0%         | 0                     | 0.0%         | 0                    | 0.0%         |
|             | <b>Traffic Total</b>             | <b>2</b>          | <b>11.1%</b> | <b>10</b> | <b>55.6%</b> | <b>2</b>              | <b>11.1%</b> | <b>4</b>             | <b>22.2%</b> |
| Non-Traffic |                                  | Moving Violations |              |           |              | Non-Moving Violations |              | Non-Traffic Offenses |              |
|             |                                  | Dangerous         |              | Minor     |              |                       |              |                      |              |
|             |                                  | Count             | Percent      | Count     | Percent      | Count                 | Percent      | Count                | Percent      |
|             | No Perceived Mental Health Issue | 17                | 26.2%        | 10        | 15.4%        | 17                    | 26.2%        | 21                   | 32.3%        |
|             | Perceived Mental Health Issue    | 0                 | 0.0%         | 0         | 0.0%         | 1                     | 50.0%        | 1                    | 50.0%        |
|             | Unknown Mental Health Issue      | 0                 | 0.0%         | 0         | 0.0%         | 0                     | 0.0%         | 4                    | 100.0%       |
|             | <b>Non-Traffic Total</b>         | <b>17</b>         | <b>23.9%</b> | <b>10</b> | <b>14.1%</b> | <b>18</b>             | <b>25.4%</b> | <b>26</b>            | <b>36.6%</b> |

## 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 were searched at a higher rate than other groups. Search rates for all perceived mental health groups have declined since 2020, with Unknown and No Mental Health Issue declining at significant rates<sup>177</sup>.

**Figure 20. Search rates for all perceived mental health groups have declined since 2020.**



**Table 46. Only one subject with a perceived mental health issue was subject to a search in 2024.**

|             | Mental Health Status             | Total Subjects Searched |             | Consent   |              | Warrant   |              | Warrant Exception |              |
|-------------|----------------------------------|-------------------------|-------------|-----------|--------------|-----------|--------------|-------------------|--------------|
|             |                                  | Searches                | Rate        | Count     | Percent      | Count     | Percent      | Count             | Percent      |
|             |                                  |                         |             |           |              |           |              |                   |              |
| Traffic     | No Perceived Mental Health Issue | 59                      | 0.5%        | 4         | 6.8%         | 7         | 11.9%        | 54                | 91.5%        |
|             | Perceived Mental Health Issue    | 0                       | 0.0%        | --        | --           | --        | --           | --                | --           |
|             | Unknown Mental Health Issue      | 0                       | 0.0%        | --        | --           | --        | --           | --                | --           |
|             | <b>Total</b>                     | <b>59</b>               | <b>0.5%</b> | <b>4</b>  | <b>6.8%</b>  | <b>7</b>  | <b>11.9%</b> | <b>54</b>         | <b>91.5%</b> |
| Non-Traffic |                                  |                         |             |           |              |           |              |                   |              |
|             |                                  |                         |             |           |              |           |              |                   |              |
|             |                                  |                         |             |           |              |           |              |                   |              |
|             |                                  |                         |             |           |              |           |              |                   |              |
|             |                                  |                         |             |           |              |           |              |                   |              |
|             | Mental Health Status             | Total Subjects Searched |             | Consent   |              | Warrant   |              | Warrant Exception |              |
|             |                                  | Searches                | Rate        | Count     | Percent      | Count     | Percent      | Count             | Percent      |
|             |                                  |                         |             |           |              |           |              |                   |              |
| Non-Traffic | No Perceived Mental Health Issue | 94                      | 0.7%        | 42        | 44.7%        | 10        | 10.6%        | 54                | 57.4%        |
|             | Perceived Mental Health Issue    | 1                       | 3.0%        | 1         | 100.0%       | 0         | 0.0%         | 0                 | 0.0%         |
|             | Unknown Mental Health Issue      | 0                       | 0.0%        | --        | --           | --        | --           | --                | --           |
|             | <b>Total</b>                     | <b>95</b>               | <b>0.7%</b> | <b>43</b> | <b>45.3%</b> | <b>10</b> | <b>10.5%</b> | <b>54</b>         | <b>56.8%</b> |

- 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. The lone subject that was perceived as having a mental and searched was found with contraband in 2024.**

| Mental Health Status             | Total Searches | Found Contraband |              | Alcohol   |              | Drugs     |              | Firearms  |             | Other Weapons |             | Stolen Property |             | Other     |              |
|----------------------------------|----------------|------------------|--------------|-----------|--------------|-----------|--------------|-----------|-------------|---------------|-------------|-----------------|-------------|-----------|--------------|
|                                  | Count          | Count            | Percent      | Count     | Percent      | Count     | Percent      | Count     | Percent     | Count         | Percent     | Count           | Percent     | Count     | Percent      |
| No Perceived Mental Health Issue | 153            | 93               | 60.8%        | 39        | 25.5%        | 28        | 18.3%        | 12        | 7.8%        | 1             | 0.7%        | 3               | 2.0%        | 27        | 17.6%        |
| Perceived Mental Health Issue    | 1              | 1                | 100.0%       | 0         | 0.0%         | 1         | 100.0%       | 1         | 100.0%      | 0             | 0.0%        | 0               | 0.0%        | 0         | 0.0%         |
| Unknown Mental Health Issue      | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --           |
| <b>Total</b>                     | <b>154</b>     | <b>94</b>        | <b>61.0%</b> | <b>39</b> | <b>25.3%</b> | <b>29</b> | <b>18.8%</b> | <b>13</b> | <b>8.4%</b> | <b>1</b>      | <b>0.6%</b> | <b>3</b>        | <b>1.9%</b> | <b>27</b> | <b>17.5%</b> |

<sup>177</sup> No:  $p < .01$ ,  $r^2 = .92$ ; Unknown:  $p < .03$ ,  $r^2 = .87$ ; Yes:  $p < .06$ ,  $r^2 = .77$

## 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.**

| Traffic     | Total Stops                      |        | Enforcement Action |       |         |         |         |          |         |              |         |                  |         |          |         |
|-------------|----------------------------------|--------|--------------------|-------|---------|---------|---------|----------|---------|--------------|---------|------------------|---------|----------|---------|
|             | Mental Health Status             | Count  | Percent            | None  |         | Warning |         | Citation |         | Cite-in-Lieu |         | Juvenile Summons |         | Arrested |         |
|             |                                  |        |                    | Count | Percent | Count   | Percent | Count    | Percent | Count        | Percent | Count            | Percent | Count    | Percent |
|             | No Perceived Mental Health Issue | 11,379 | 99.6%              | 60    | 0.5%    | 2,108   | 18.5%   | 8,961    | 78.8%   | 51           | 0.4%    | 0                | 0.0%    | 199      | 1.7%    |
|             | Perceived Mental Health Issue    | 41     | 0.4%               | 0     | 0.0%    | 3       | 7.3%    | 34       | 82.9%   | 0            | 0.0%    | 0                | 0.0%    | 4        | 9.8%    |
|             | Unknown Mental Health Issue      | 8      | 0.1%               | 1     | 12.5%   | 1       | 12.5%   | 5        | 62.5%   | 1            | 12.5%   | 0                | 0.0%    | 0        | 0.0%    |
|             | Traffic Total                    | 11,428 | 100.0%             | 61    | 0.5%    | 2,112   | 18.6%   | 9,000    | 79.1%   | 52           | 0.5%    | 0                | 0.0%    | 203      | 1.8%    |
| Non-Traffic | Total Stops                      |        | Enforcement Action |       |         |         |         |          |         |              |         |                  |         |          |         |
|             | Mental Health Status             | Count  | Percent            | None  |         | Warning |         | Citation |         | Cite-in-Lieu |         | Juvenile Summons |         | Arrested |         |
|             |                                  |        |                    | Count | Percent | Count   | Percent | Count    | Percent | Count        | Percent | Count            | Percent | Count    | Percent |
|             | No Perceived Mental Health Issue | 12,578 | 97.9%              | 586   | 4.7%    | 9,392   | 74.7%   | 1,773    | 14.1%   | 131          | 1.0%    | 5                | 0.0%    | 691      | 5.5%    |
|             | Perceived Mental Health Issue    | 33     | 0.3%               | 2     | 6.1%    | 23      | 69.7%   | 5        | 15.2%   | 0            | 0.0%    | 0                | 0.0%    | 3        | 9.1%    |
|             | Unknown Mental Health Issue      | 232    | 1.8%               | 54    | 23.3%   | 134     | 57.8%   | 37       | 15.9%   | 0            | 0.0%    | 0                | 0.0%    | 7        | 3.0%    |
|             | Non-Traffic Total                | 12,843 | 100.0%             | 642   | 5.1%    | 9,549   | 75.1%   | 1,815    | 14.3%   | 131          | 1.0%    | 5                | 0.0%    | 701      | 5.5%    |

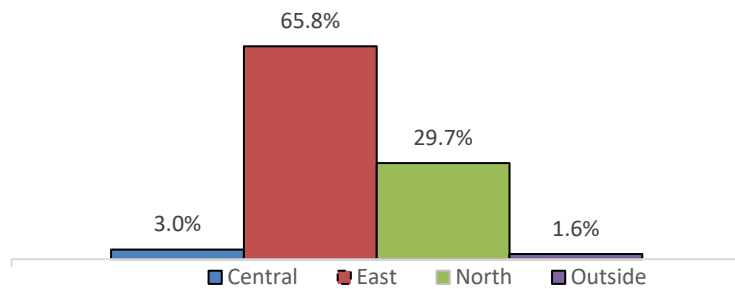
## APPENDIX H: FOCUSED INTERVENTION TEAM

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. Throughout 2024, the unit was active Thursdays through Saturdays from 2 p.m. to Midnight and on Wednesdays between Noon and 10 p.m. Collectively, PPB personnel utilizing unit IDs associated with FIT worked 16,270.50 hours – including overtime – across 253 days in 2024.

### FIT Stop Locations

Overall, personnel from the Focused Intervention Team performed 443 driver and 0 pedestrian stops in 2024 – a 55 percent decrease compared to 2023. On average, the team initiated about 1.75 stops per day they were working. The majority of the stops were performed in East Precinct (65.8%) followed by North Precinct (29.7%). Very few stops were performed in either Central Precinct (3.0%) or outside of the City of Portland (1.6%).

**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<sup>178</sup>, 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.**

| Race/Ethnicity          | 2022*      |             | 2023       |             | 2024       |             |
|-------------------------|------------|-------------|------------|-------------|------------|-------------|
|                         | Count      | Percent     | Count      | Percent     | Count      | Percent     |
| American Indian/Alaskan | 0          | 0.0%        | 4          | 0.4%        | 1          | 0.2%        |
| Asian                   | 10         | 1.8%        | 24         | 2.4%        | 8          | 1.8%        |
| Black/African American  | 200        | 36.5%       | 412        | 41.6%       | 204        | 46.0%       |
| Hispanic or Latino      | 67         | 12.2%       | 165        | 16.7%       | 93         | 21.0%       |
| Middle Eastern*         | 3          | 0.5%        | 13         | 1.3%        | 5          | 1.1%        |
| Native Hawaiian*        | 5          | 0.9%        | 13         | 1.3%        | 3          | 0.7%        |
| White                   | 263        | 48.0%       | 359        | 36.3%       | 129        | 29.1%       |
| <b>Traffic Total</b>    | <b>548</b> | <b>100%</b> | <b>990</b> | <b>100%</b> | <b>443</b> | <b>100%</b> |

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

<sup>178</sup>  $\chi^2 = 594.080, p < .001, df = 12$

## FIT Stop Reasons

The majority of driver stops completed in 2024 by FIT personnel were solely for a traffic-related crime or violation (78.0%). This largely mirrors the trend from the first two years of the unit's operation, as 82 percent of all stops since launch in 2022 have been solely for traffic reasons.

Although it only occurred on 22 percent of stops in 2024, FIT personnel were significantly more likely to report utilizing the probable cause or

reasonable suspicion of a non-traffic offense to stop a vehicle than other division of the Portland Police Bureau<sup>179</sup>. Conversely, FIT personnel are also significantly less likely to stop a subject solely for a traffic violation. There were no significant differences<sup>180</sup> in the stop reason by different perceived race / ethnic groups in 2024.

FIT personnel also differed significantly<sup>181</sup> 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<sup>182</sup> based on the perceived race of the subject for individuals stopped by FIT personnel in 2024.

For the third year in a row, stops based on the reasonable suspicion or probable cause of a stolen vehicle was the most common Non-Traffic Offense observed by FIT personnel ; however, at a

**Table 50. FIT officers were significantly more likely to stop drivers for involvement in a Non-Traffic crime than other units and divisions.**

| Race/Ethnicity          | Traffic Reason Only |              | Traffic and Other Crime |              | Non-Traffic Offense Only |             |
|-------------------------|---------------------|--------------|-------------------------|--------------|--------------------------|-------------|
|                         | Count               | Percent      | Count                   | Percent      | Count                    | Percent     |
| American Indian/Alaskan | 1                   | 100.0%       | 0                       | 0.0%         | 0                        | 0.0%        |
| Asian                   | 6                   | 75.0%        | 1                       | 12.5%        | 1                        | 12.5%       |
| Black/African American  | 163                 | 80.7%        | 29                      | 14.4%        | 10                       | 5.0%        |
| Hispanic or Latino      | 69                  | 74.2%        | 13                      | 14.0%        | 11                       | 11.8%       |
| Middle Eastern          | 5                   | 100.0%       | 0                       | 0.0%         | 0                        | 0.0%        |
| Native Hawaiian         | 3                   | 100.0%       | 0                       | 0.0%         | 0                        | 0.0%        |
| White                   | 97                  | 75.2%        | 20                      | 15.5%        | 12                       | 9.3%        |
| <b>Total</b>            | <b>344</b>          | <b>78.0%</b> | <b>63</b>               | <b>14.3%</b> | <b>34</b>                | <b>7.7%</b> |

**Table 51. Drivers from different perceived race / ethnic groups were stopped for similar reasons by FIT personnel in 2024.**

| Race/Ethnicity          | Moving Violations |              |            |              | Non-Moving Violations |              | Non-Traffic Offenses |             |
|-------------------------|-------------------|--------------|------------|--------------|-----------------------|--------------|----------------------|-------------|
|                         | Dangerous         |              | Minor      |              | Count                 | Percent      | Count                | Percent     |
| American Indian/Alaskan | 0                 | 0.0%         | 1          | 100.0%       | 0                     | 0.0%         | 0                    | 0.0%        |
| Asian                   | 1                 | 12.5%        | 5          | 62.5%        | 1                     | 12.5%        | 1                    | 12.5%       |
| Black/African American  | 90                | 44.1%        | 54         | 26.5%        | 48                    | 23.5%        | 12                   | 5.9%        |
| Hispanic or Latino      | 35                | 37.6%        | 22         | 23.7%        | 25                    | 26.9%        | 11                   | 11.8%       |
| Middle Eastern          | 3                 | 60.0%        | 1          | 20.0%        | 1                     | 20.0%        | 0                    | 0.0%        |
| Native Hawaiian         | 1                 | 33.3%        | 1          | 33.3%        | 1                     | 33.3%        | 0                    | 0.0%        |
| White                   | 52                | 40.3%        | 35         | 27.1%        | 30                    | 23.3%        | 12                   | 9.3%        |
| <b>Total</b>            | <b>182</b>        | <b>41.1%</b> | <b>119</b> | <b>26.9%</b> | <b>106</b>            | <b>23.9%</b> | <b>36</b>            | <b>8.1%</b> |

**Table 52. License plate violations are the number one reason FIT personnel stopped subjects in 2024.**

| Traffic Violations                  |       |         |
|-------------------------------------|-------|---------|
|                                     | Count | Percent |
| Missing or Expired License Plates   | 90    | 20.3%   |
| Turning Violations                  | 81    | 18.3%   |
| Speeding                            | 66    | 14.9%   |
| Lane Use Violation                  | 62    | 14.0%   |
| Careless / Reckless Driving         | 44    | 9.9%    |
| Non-Traffic Offenses                |       |         |
|                                     | Count | Percent |
| Unauthorized Use of a Motor Vehicle | 43    | 44.3%   |
| Assault Offenses                    | 17    | 17.5%   |
| Warrant / Failure to Appear         | 9     | 9.3%    |
| Weapons Law Offenses                | 9     | 9.3%    |
| Prostitution Offenses               | 9     | 9.3%    |

<sup>179</sup>  $\chi^2 = 1880.011, p < .001, df = 4$

<sup>180</sup>  $\chi^2 = 5.009, p < .29, df = 4$

<sup>181</sup>  $\chi^2 = 3772.276, p < .001, df = 6$

<sup>182</sup>  $\chi^2 = 4.367, p < .63, df = 6$

smaller rate than prior years (38.1% in 2024 vs. 60.7% in 2023 and 48.3% in 2022). Stops related to the core mission of FIT (assaults, homicides, and weapons offenses) were the second most common stop reason in 2024, higher than in 2023 (4.5%) and more in-line with the reported rates in 2022 (31.0%). Stops related to warrants (9.3% in 2024 vs. 4.5% in 2023) and prostitution (9.3% in 2024 vs. 12.4% in 2023) were tied for the fourth most common Non-Traffic offenses stopped for, both at a similar rate to the prior year. The diversity of reported crime stop reasons across multiple crime categories highlights the varied nature of operations conducted by the Focused Intervention Team.

### FIT Consent Search Requests

In 2024, 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<sup>183</sup> 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. About one percent of all subjects stopped by FIT were asked to consent to a search in 2024.**

| Race/Ethnicity          | Consent Search |             |          |              |
|-------------------------|----------------|-------------|----------|--------------|
|                         | Requests       | Rate        | Refusals | Rate         |
| American Indian/Alaskan | 0              | 0.0%        | --       | --           |
| Asian                   | 1              | 12.5%       | 0        | 0.0%         |
| Black/African American  | 3              | 1.5%        | 2        | 66.7%        |
| Hispanic or Latino      | 0              | 0.0%        | --       | --           |
| Middle Eastern          | 0              | 0.0%        | --       | --           |
| Native Hawaiian         | 0              | 0.0%        | --       | --           |
| White                   | 0              | 0.0%        | --       | --           |
| <b>Total</b>            | <b>4</b>       | <b>0.9%</b> | <b>2</b> | <b>50.0%</b> |

### FIT Search Rates

**Table 54. Subjects were significantly more likely to be searched with a Warrant when stopped and searched by a Focused Intervention Team member in 2024.**

| Race/Ethnicity          | Total Subjects Searched |             | Consent  |              | Warrant  |              | Warrant Exception |              |
|-------------------------|-------------------------|-------------|----------|--------------|----------|--------------|-------------------|--------------|
|                         | Searches                | Rate        | Count    | Percent      | Count    | Percent      | Count             | Percent      |
| American Indian/Alaskan | 0                       | 0.0%        | --       | --           | --       | --           | --                | --           |
| Asian                   | 1                       | 12.5%       | 1        | 100.0%       | 0        | 0.0%         | 0                 | 0.0%         |
| Black/African American  | 6                       | 2.9%        | 1        | 16.7%        | 4        | 66.7%        | 1                 | 16.7%        |
| Hispanic or Latino      | 1                       | 1.1%        | 0        | 0.0%         | 1        | 100.0%       | 0                 | 0.0%         |
| Middle Eastern          | 0                       | 0.0%        | --       | --           | --       | --           | --                | --           |
| Native Hawaiian         | 0                       | 0.0%        | --       | --           | --       | --           | --                | --           |
| White                   | 3                       | 2.3%        | 0        | 0.0%         | 1        | 33.3%        | 2                 | 66.7%        |
| <b>Total</b>            | <b>11</b>               | <b>2.5%</b> | <b>2</b> | <b>18.2%</b> | <b>6</b> | <b>54.5%</b> | <b>3</b>          | <b>27.3%</b> |

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

Approximately 1 out of every 40 stops (2.5%) initiated by the Focused Intervention Team in 2024 included a discretionary search. FIT personnel were significantly more likely<sup>184</sup> to search a subject than officers from any other division in 2024. FIT personnel were significantly more likely to utilize a Warrant<sup>185</sup> to conduct a search when compared to other divisions within PPB, while being significantly less likely to conduct a search with a valid Warrant Exception<sup>186</sup> than Traffic officers. There were no significant differences in the utilization of Consent<sup>187</sup>, with FIT personnel just as likely to conduct a search using that methodology as other divisions. Small sample sizes prevented any analysis of search patterns based on the perceived race / ethnicity of the subjects.

<sup>183</sup>  $\chi^2 = 36.237, p < .001, df = 2$

<sup>184</sup>  $\chi^2 = 26.907, p < .001, df = 2$

<sup>185</sup>  $\chi^2 = 18.488, p < .001, df = 2$

<sup>186</sup>  $\chi^2 = 35.139, p < .001, df = 2$

<sup>187</sup>  $\chi^2 = 29.722, p < .001, df = 2$

## FIT Contraband Hit Rates

More than 90 percent of the searches conducted by the Focused Intervention Team resulted in the recovery of at least one type of contraband in 2024. Firearms<sup>188</sup> (36.4%) and Other Contraband (36.4%) were the most commonly recovered items followed by Drugs (27.3%) and Alcohol (9.1%). FIT personnel were significantly more likely<sup>189</sup> to recover contraband compared to other Non-Traffic divisions of the PPB (51.2% hit rate in 2024).

**Table 55. Firearms were tied for the most commonly recovered item by FIT in 2024.**

| Race/Ethnicity          | Total Searches | Found Contraband |              | Alcohol  |             | Drugs    |              | Firearms |              | Other Weapons |             | Stolen Property |             | Other    |              |
|-------------------------|----------------|------------------|--------------|----------|-------------|----------|--------------|----------|--------------|---------------|-------------|-----------------|-------------|----------|--------------|
|                         | Count          | Count            | Percent      | Count    | Percent     | Count    | Percent      | Count    | Percent      | Count         | Percent     | Count           | Percent     | Count    | Percent      |
| American Indian/Alaskan | 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  | 6              | 5                | 83.3%        | 1        | 16.7%       | 2        | 33.3%        | 2        | 33.3%        | 0             | 0.0%        | 0               | 0.0%        | 1        | 16.7%        |
| Hispanic or Latino      | 1              | 1                | 100.0%       | 0        | 0.0%        | 1        | 100.0%       | 0        | 0.0%         | 0             | 0.0%        | 0               | 0.0%        | 1        | 100.0%       |
| Middle Eastern          | 0              | --               | --           | --       | --          | --       | --           | --       | --           | --            | --          | --              | --          | --       | --           |
| Native Hawaiian         | 0              | --               | --           | --       | --          | --       | --           | --       | --           | --            | --          | --              | --          | --       | --           |
| White                   | 3              | 3                | 100.0%       | 0        | 0.0%        | 0        | 0.0%         | 2        | 66.7%        | 0             | 0.0%        | 0               | 0.0%        | 1        | 33.3%        |
| <b>Total</b>            | <b>11</b>      | <b>10</b>        | <b>90.9%</b> | <b>1</b> | <b>9.1%</b> | <b>3</b> | <b>27.3%</b> | <b>4</b> | <b>36.4%</b> | <b>0</b>      | <b>0.0%</b> | <b>0</b>        | <b>0.0%</b> | <b>4</b> | <b>36.4%</b> |

## FIT Stop Outcomes

Focused Intervention Team personnel displayed significantly different stop outcomes when compared to other elements of the Portland Police Bureau<sup>190</sup>. FIT officers were significantly more likely to Arrest or Issue No Enforcement Action, and significantly less likely to issue a Citation, to stopped drivers when compared to all other units and divisions in the Bureau. The specialty unit was also significantly more likely to issue a Warning than members of the Traffic Division. 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 or issue no enforcement action at the end of a stop when compared to Traffic and other Non-Traffic personnel.**

| Race/Ethnicity          | Total Stops |               | Enforcement Action |             |            |              |           |             |              |             |                  |             |
|-------------------------|-------------|---------------|--------------------|-------------|------------|--------------|-----------|-------------|--------------|-------------|------------------|-------------|
|                         |             |               | None               |             | Warning    |              | Citation  |             | Cite-in-Lieu |             | Juvenile Summons |             |
|                         | Count       | Percent       | Count              | Percent     | Count      | Percent      | Count     | Percent     | Count        | Percent     | Count            | Percent     |
| American Indian/Alaskan | 1           | 0.2%          | 0                  | 0.0%        | 1          | 100.0%       | 0         | 0.0%        | 0            | 0.0%        | 0                | 0.0%        |
| Asian                   | 8           | 1.8%          | 0                  | 0.0%        | 7          | 87.5%        | 0         | 0.0%        | 0            | 0.0%        | 1                | 12.5%       |
| Black/African American  | 204         | 46.0%         | 18                 | 8.8%        | 149        | 73.0%        | 11        | 5.4%        | 1            | 0.5%        | 0                | 0.0%        |
| Hispanic or Latino      | 93          | 21.0%         | 7                  | 7.5%        | 69         | 74.2%        | 5         | 5.4%        | 1            | 1.1%        | 0                | 0.0%        |
| Middle Eastern          | 5           | 1.1%          | 0                  | 0.0%        | 5          | 100.0%       | 0         | 0.0%        | 0            | 0.0%        | 0                | 0.0%        |
| Native Hawaiian         | 3           | 0.7%          | 0                  | 0.0%        | 2          | 66.7%        | 0         | 0.0%        | 0            | 0.0%        | 1                | 33.3%       |
| White                   | 129         | 29.1%         | 8                  | 6.2%        | 109        | 84.5%        | 5         | 3.9%        | 0            | 0.0%        | 0                | 0.0%        |
| <b>Total</b>            | <b>443</b>  | <b>100.0%</b> | <b>33</b>          | <b>7.4%</b> | <b>342</b> | <b>77.2%</b> | <b>21</b> | <b>4.7%</b> | <b>2</b>     | <b>0.5%</b> | <b>0</b>         | <b>0.0%</b> |

<sup>188</sup> Firearms refer to the total number of searches where at least one firearm was recovered – not a total number of weapons recovered.

<sup>189</sup>  $\chi^2 = 9.325, p < .01, df = 2$

<sup>190</sup>  $\chi^2 = 10306.279, p < .001, df = 8$

## APPENDIX I: CENTRAL PRECINCT CROSS TABULATION TABLES

### Central Precinct Stopped Subject Demographics

|             | Race/Ethnicity           | 2020         |             | 2021         |             | 2022         |             | 2023         |             | 2024         |             |
|-------------|--------------------------|--------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|
|             |                          | Count        | Percent     | Count        | Percent     | Count        | Percent     | Count        | Percent     | Count        | Percent     |
|             |                          |              |             |              |             |              |             |              |             |              |             |
| Drivers     | American Indian/Alaskan  | 14           | 0.6%        | 13           | 0.5%        | 21           | 0.8%        | 13           | 0.5%        | 38           | 1.0%        |
|             | Asian                    | 102          | 4.3%        | 93           | 3.6%        | 73           | 2.9%        | 129          | 4.7%        | 214          | 5.9%        |
|             | Black/African American   | 340          | 14.2%       | 384          | 15.0%       | 426          | 16.7%       | 437          | 16.0%       | 591          | 16.2%       |
|             | Hispanic or Latino       | 224          | 9.4%        | 264          | 10.3%       | 267          | 10.5%       | 348          | 12.7%       | 511          | 14.1%       |
|             | Middle Eastern           | 66           | 2.8%        | 62           | 2.4%        | 72           | 2.8%        | 69           | 2.5%        | 96           | 2.6%        |
|             | Native Hawaiian          | 20           | 0.8%        | 18           | 0.7%        | 19           | 0.7%        | 20           | 0.7%        | 16           | 0.4%        |
|             | White                    | 1,627        | 68.0%       | 1,733        | 67.5%       | 1,677        | 65.6%       | 1,719        | 62.9%       | 2,171        | 59.7%       |
|             | <b>Traffic Total</b>     | <b>2,393</b> | <b>100%</b> | <b>2,567</b> | <b>100%</b> | <b>2,555</b> | <b>100%</b> | <b>2,735</b> | <b>100%</b> | <b>3,637</b> | <b>100%</b> |
|             | Race/Ethnicity           | 2020         |             | 2021         |             | 2022         |             | 2023         |             | 2024         |             |
|             |                          | Count        | Percent     | Count        | Percent     | Count        | Percent     | Count        | Percent     | Count        | Percent     |
|             |                          |              |             |              |             |              |             |              |             |              |             |
| Pedestrians | American Indian/Alaskan  | 3            | 2.6%        | 1            | 3.8%        | 4            | 4.3%        | 1            | 5.9%        | 0            | 0.0%        |
|             | Asian                    | 1            | 0.9%        | 0            | 0.0%        | 2            | 2.1%        | 0            | 0.0%        | 2            | 8.3%        |
|             | Black/African American   | 19           | 16.7%       | 5            | 19.2%       | 1            | 1.1%        | 1            | 5.9%        | 3            | 12.5%       |
|             | Hispanic or Latino       | 7            | 6.1%        | 1            | 3.8%        | 9            | 9.6%        | 1            | 5.9%        | 4            | 16.7%       |
|             | Middle Eastern           | 0            | 0.0%        | 0            | 0.0%        | 0            | 0.0%        | 1            | 5.9%        | 1            | 4.2%        |
|             | Native Hawaiian          | 0            | 0.0%        | 0            | 0.0%        | 0            | 0.0%        | 0            | 0.0%        | 0            | 0.0%        |
|             | White                    | 84           | 73.7%       | 19           | 73.1%       | 78           | 83.0%       | 13           | 76.5%       | 14           | 58.3%       |
|             | <b>Non-Traffic Total</b> | <b>114</b>   | <b>100%</b> | <b>26</b>    | <b>100%</b> | <b>94</b>    | <b>100%</b> | <b>17</b>    | <b>100%</b> | <b>24</b>    | <b>100%</b> |

### Central Precinct Stop Reasons

|             | Race/Ethnicity          | Traffic Reason Only |              | Traffic and Other Crime |             | Non-Traffic Offense Only |              |
|-------------|-------------------------|---------------------|--------------|-------------------------|-------------|--------------------------|--------------|
|             |                         | Count               | Percent      | Count                   | Percent     | Count                    | Percent      |
|             |                         |                     |              |                         |             |                          |              |
| Drivers     | American Indian/Alaskan | 35                  | 92.1%        | 0                       | 0.0%        | 3                        | 7.9%         |
|             | Asian                   | 213                 | 100.0%       | 0                       | 0.0%        | 0                        | 0.0%         |
|             | Black/African American  | 583                 | 98.8%        | 3                       | 0.5%        | 4                        | 0.7%         |
|             | Hispanic or Latino      | 508                 | 99.4%        | 1                       | 0.2%        | 2                        | 0.4%         |
|             | Middle Eastern          | 96                  | 100.0%       | 0                       | 0.0%        | 0                        | 0.0%         |
|             | Native Hawaiian         | 16                  | 100.0%       | 0                       | 0.0%        | 0                        | 0.0%         |
|             | White                   | 2,150               | 99.2%        | 9                       | 0.4%        | 9                        | 0.4%         |
|             | <b>Total</b>            | <b>3,601</b>        | <b>99.1%</b> | <b>13</b>               | <b>0.4%</b> | <b>18</b>                | <b>0.5%</b>  |
|             | Race/Ethnicity          | Traffic Reason Only |              | Traffic and Other Crime |             | Non-Traffic Offense Only |              |
|             |                         | Count               | Percent      | Count                   | Percent     | Count                    | Percent      |
|             |                         |                     |              |                         |             |                          |              |
| Pedestrians | American Indian/Alaskan | --                  | --           | --                      | --          | --                       | --           |
|             | Asian                   | 2                   | 100.0%       | 0                       | 0.0%        | 0                        | 0.0%         |
|             | Black/African American  | 1                   | 33.3%        | 0                       | 0.0%        | 2                        | 66.7%        |
|             | Hispanic or Latino      | 2                   | 50.0%        | 0                       | 0.0%        | 2                        | 50.0%        |
|             | Middle Eastern          | 1                   | 100.0%       | 0                       | 0.0%        | 0                        | 0.0%         |
|             | Native Hawaiian         | --                  | --           | --                      | --          | --                       | --           |
|             | White                   | 7                   | 50.0%        | 0                       | 0.0%        | 7                        | 50.0%        |
|             | <b>Total</b>            | <b>13</b>           | <b>54.2%</b> | <b>0</b>                | <b>0.0%</b> | <b>11</b>                | <b>45.8%</b> |

## Central Precinct Traffic Stop Reasons

|             | Race/Ethnicity          | Moving Violations |              |            |              | Non-Moving Violations |              | Non-Traffic Offenses |              |
|-------------|-------------------------|-------------------|--------------|------------|--------------|-----------------------|--------------|----------------------|--------------|
|             |                         | Dangerous         |              | Minor      |              | Violations            |              | Offenses             |              |
|             |                         | Count             | Percent      | Count      | Percent      | Count                 | Percent      | Count                | Percent      |
| Drivers     | American Indian/Alaskan | 23                | 60.5%        | 7          | 18.4%        | 5                     | 13.2%        | 3                    | 7.9%         |
|             | Asian                   | 104               | 48.6%        | 20         | 9.3%         | 89                    | 41.6%        | 1                    | 0.5%         |
|             | Black/African American  | 255               | 43.1%        | 45         | 7.6%         | 286                   | 48.4%        | 5                    | 0.8%         |
|             | Hispanic or Latino      | 259               | 50.7%        | 69         | 13.5%        | 181                   | 35.4%        | 2                    | 0.4%         |
|             | Middle Eastern          | 53                | 55.2%        | 16         | 16.7%        | 27                    | 28.1%        | 0                    | 0.0%         |
|             | Native Hawaiian         | 9                 | 56.3%        | 3          | 18.8%        | 4                     | 25.0%        | 0                    | 0.0%         |
|             | White                   | 1,005             | 46.3%        | 259        | 11.9%        | 895                   | 41.2%        | 12                   | 0.6%         |
|             | <b>Total</b>            | <b>1,708</b>      | <b>47.0%</b> | <b>419</b> | <b>11.5%</b> | <b>1,487</b>          | <b>40.9%</b> | <b>23</b>            | <b>0.6%</b>  |
|             | Race/Ethnicity          | Moving Violations |              |            |              | Non-Moving Violations |              | Non-Traffic Offenses |              |
|             |                         | Dangerous         |              | Minor      |              | Violations            |              | Offenses             |              |
|             |                         | Count             | Percent      | Count      | Percent      | Count                 | Percent      | Count                | Percent      |
| Pedestrians | American Indian/Alaskan | --                | --           | --         | --           | --                    | --           | --                   | --           |
|             | Asian                   | 0                 | 0.0%         | 1          | 50.0%        | 1                     | 50.0%        | 0                    | 0.0%         |
|             | Black/African American  | 1                 | 33.3%        | 0          | 0.0%         | 0                     | 0.0%         | 2                    | 66.7%        |
|             | Hispanic or Latino      | 0                 | 0.0%         | 1          | 25.0%        | 1                     | 25.0%        | 2                    | 50.0%        |
|             | Middle Eastern          | 1                 | 100.0%       | 0          | 0.0%         | 0                     | 0.0%         | 0                    | 0.0%         |
|             | Native Hawaiian         | --                | --           | --         | --           | --                    | --           | --                   | --           |
|             | White                   | 4                 | 28.6%        | 2          | 14.3%        | 1                     | 7.1%         | 7                    | 50.0%        |
|             | <b>Total</b>            | <b>6</b>          | <b>25.0%</b> | <b>4</b>   | <b>16.7%</b> | <b>3</b>              | <b>12.5%</b> | <b>11</b>            | <b>45.8%</b> |

## Central Precinct Consent Search Requests

|             | Race/Ethnicity          | Consent Search |             |          |               |
|-------------|-------------------------|----------------|-------------|----------|---------------|
|             |                         | Requests       | Rate        | Refusals | Rate          |
|             |                         |                |             |          |               |
| Drivers     | American Indian/Alaskan | 0              | 0.0%        | --       | --            |
|             | Asian                   | 0              | 0.0%        | --       | --            |
|             | Black/African American  | 3              | 0.5%        | 1        | 33.3%         |
|             | Hispanic or Latino      | 1              | 0.2%        | 1        | 100.0%        |
|             | Middle Eastern          | 0              | 0.0%        | --       | --            |
|             | Native Hawaiian         | 0              | 0.0%        | --       | --            |
|             | White                   | 10             | 0.5%        | 5        | 50.0%         |
|             | <b>Total</b>            | <b>14</b>      | <b>0.4%</b> | <b>7</b> | <b>50.0%</b>  |
|             | Race/Ethnicity          | Consent Search |             |          |               |
|             |                         | Requests       | Rate        | Refusals | Rate          |
|             |                         |                |             |          |               |
| Pedestrians | American Indian/Alaskan | --             | --          | --       | --            |
|             | Asian                   | 0              | 0.0%        | --       | --            |
|             | Black/African American  | 1              | 33.3%       | 1        | 100.0%        |
|             | Hispanic or Latino      | 0              | 0.0%        | --       | --            |
|             | Middle Eastern          | 0              | 0.0%        | --       | --            |
|             | Native Hawaiian         | --             | --          | --       | --            |
|             | White                   | 0              | 0.0%        | --       | --            |
|             | <b>Total</b>            | <b>1</b>       | <b>4.2%</b> | <b>1</b> | <b>100.0%</b> |

## Central Precinct Search Rates

|             | Race/Ethnicity          | Total Subjects Searched |             | Consent   |              | Warrant   |             | Warrant Exception |              |
|-------------|-------------------------|-------------------------|-------------|-----------|--------------|-----------|-------------|-------------------|--------------|
|             |                         | Searches                | Rate        | Count     | Percent      | Count     | Percent     | Count             | Percent      |
|             |                         |                         |             |           |              |           |             |                   |              |
| Drivers     | American Indian/Alaskan | 0                       | 0.0%        | --        | --           | --        | --          | --                | --           |
|             | Asian                   | 0                       | 0.0%        | --        | --           | --        | --          | --                | --           |
|             | Black/African American  | 5                       | 0.8%        | 2         | 40.0%        | 0         | 0.0%        | 3                 | 60.0%        |
|             | Hispanic or Latino      | 4                       | 0.8%        | 0         | 0.0%         | 0         | 0.0%        | 4                 | 100.0%       |
|             | Middle Eastern          | 1                       | 1.0%        | 0         | 0.0%         | 1         | 100.0%      | 1                 | 100.0%       |
|             | Native Hawaiian         | 0                       | 0.0%        | --        | --           | --        | --          | --                | --           |
|             | White                   | 8                       | 0.4%        | 5         | 62.5%        | 0         | 0.0%        | 3                 | 37.5%        |
|             | <b>Total</b>            | <b>18</b>               | <b>0.5%</b> | <b>7</b>  | <b>38.9%</b> | <b>1</b>  | <b>5.6%</b> | <b>11</b>         | <b>61.1%</b> |
| Pedestrians | American Indian/Alaskan | --                      | --          | --        | --           | --        | --          | --                | --           |
|             | 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%        | --        | --           | --        | --          | --                | --           |
|             | <b>Total</b>            | <b>0</b>                | <b>0.0%</b> | <b>--</b> | <b>--</b>    | <b>--</b> | <b>--</b>   | <b>--</b>         | <b>--</b>    |

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

## Central Precinct Contraband Hit Rates

|             | Race/Ethnicity          | Total Searches | Found Contraband |              | Alcohol   |              | Drugs     |              | Firearms  |             | Other Weapons |             | Stolen Property |             | Other     |             |
|-------------|-------------------------|----------------|------------------|--------------|-----------|--------------|-----------|--------------|-----------|-------------|---------------|-------------|-----------------|-------------|-----------|-------------|
|             |                         | Count          | Count            | Percent      | Count     | Percent      | Count     | Percent      | Count     | Percent     | Count         | Percent     | Count           | Percent     | Count     | Percent     |
|             |                         |                |                  |              |           |              |           |              |           |             |               |             |                 |             |           |             |
| Drivers     | American Indian/Alaskan | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | Asian                   | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | Black/African American  | 5              | 3                | 60.0%        | 1         | 20.0%        | 1         | 20.0%        | 1         | 20.0%       | 0             | 0.0%        | 1               | 20.0%       | 0         | 0.0%        |
|             | Hispanic or Latino      | 4              | 2                | 50.0%        | 1         | 25.0%        | 1         | 25.0%        | 0         | 0.0%        | 0             | 0.0%        | 0               | 0.0%        | 0         | 0.0%        |
|             | Middle Eastern          | 1              | 0                | 0.0%         | 0         | 0.0%         | 0         | 0.0%         | 0         | 0.0%        | 0             | 0.0%        | 0               | 0.0%        | 0         | 0.0%        |
|             | Native Hawaiian         | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | White                   | 8              | 1                | 12.5%        | 0         | 0.0%         | 1         | 12.5%        | 0         | 0.0%        | 0             | 0.0%        | 0               | 0.0%        | 0         | 0.0%        |
|             | <b>Total</b>            | <b>18</b>      | <b>6</b>         | <b>33.3%</b> | <b>2</b>  | <b>11.1%</b> | <b>3</b>  | <b>16.7%</b> | <b>1</b>  | <b>5.6%</b> | <b>0</b>      | <b>0.0%</b> | <b>1</b>        | <b>5.6%</b> | <b>0</b>  | <b>0.0%</b> |
| Pedestrians | American Indian/Alaskan | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | Asian                   | --             | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | Black/African American  | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | Hispanic or Latino      | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | Middle Eastern          | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | Native Hawaiian         | --             | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | White                   | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | <b>Total</b>            | <b>0</b>       | <b>--</b>        | <b>--</b>    | <b>--</b> | <b>--</b>    | <b>--</b> | <b>--</b>    | <b>--</b> | <b>--</b>   | <b>--</b>     | <b>--</b>   | <b>--</b>       | <b>--</b>   | <b>--</b> | <b>--</b>   |

## Central Precinct Stop Outcomes

| Drivers     | Total Stops             |        |         | Enforcement Action |         |         |         |          |         |              |         |                  |         |          |         |
|-------------|-------------------------|--------|---------|--------------------|---------|---------|---------|----------|---------|--------------|---------|------------------|---------|----------|---------|
|             | Race/Ethnicity          | Count  | Percent | None               |         | Warning |         | Citation |         | Cite-in-Lieu |         | Juvenile Summons |         | Arrested |         |
|             |                         |        |         | Count              | Percent | Count   | Percent | Count    | Percent | Count        | Percent | Count            | Percent | Count    | Percent |
|             | American Indian/Alaskan | 38     | 1.0%    | 10                 | 26.3%   | 25      | 65.8%   | 2        | 5.3%    | 0            | 0.0%    | 0                | 0.0%    | 1        | 2.6%    |
|             | Asian                   | 214    | 5.9%    | 10                 | 4.7%    | 167     | 78.0%   | 37       | 17.3%   | 0            | 0.0%    | 0                | 0.0%    | 0        | 0.0%    |
|             | Black/African American  | 591    | 16.2%   | 23                 | 3.9%    | 428     | 72.4%   | 106      | 17.9%   | 3            | 0.5%    | 0                | 0.0%    | 31       | 5.2%    |
|             | Hispanic or Latino      | 511    | 14.1%   | 19                 | 3.7%    | 371     | 72.6%   | 101      | 19.8%   | 2            | 0.4%    | 0                | 0.0%    | 18       | 3.5%    |
|             | Middle Eastern          | 96     | 2.6%    | 2                  | 2.1%    | 73      | 76.0%   | 18       | 18.8%   | 1            | 1.0%    | 0                | 0.0%    | 2        | 2.1%    |
|             | Native Hawaiian         | 16     | 0.4%    | 1                  | 6.3%    | 15      | 93.8%   | 0        | 0.0%    | 0            | 0.0%    | 0                | 0.0%    | 0        | 0.0%    |
|             | White                   | 2,171  | 59.7%   | 88                 | 4.1%    | 1,509   | 69.5%   | 491      | 22.6%   | 10           | 0.5%    | 0                | 0.0%    | 73       | 3.4%    |
| Total       | 3,637                   | 100.0% | 153     | 4.2%               | 2,588   | 71.2%   | 755     | 20.8%    | 16      | 0.4%         | 0       | 0.0%             | 125     | 3.4%     |         |
| Pedestrians | Total Stops             |        |         | Enforcement Action |         |         |         |          |         |              |         |                  |         |          |         |
|             | Race/Ethnicity          | Count  | Percent | None               |         | Warning |         | Citation |         | Cite-in-Lieu |         | Juvenile Summons |         | Arrested |         |
|             |                         |        |         | Count              | Percent | Count   | Percent | Count    | Percent | Count        | Percent | Count            | Percent | Count    | Percent |
|             | American Indian/Alaskan | --     | --      | --                 | --      | --      | --      | --       | --      | --           | --      | --               | --      | --       | --      |
|             | Asian                   | 2      | 8.3%    | 1                  | 50.0%   | 1       | 50.0%   | 0        | 0.0%    | 0            | 0.0%    | 0                | 0.0%    | 0        | 0.0%    |
|             | Black/African American  | 3      | 12.5%   | 1                  | 33.3%   | 2       | 66.7%   | 0        | 0.0%    | 0            | 0.0%    | 0                | 0.0%    | 0        | 0.0%    |
|             | Hispanic or Latino      | 4      | 16.7%   | 1                  | 25.0%   | 3       | 75.0%   | 0        | 0.0%    | 0            | 0.0%    | 0                | 0.0%    | 0        | 0.0%    |
|             | Middle Eastern          | 1      | 4.2%    | 0                  | 0.0%    | 1       | 100.0%  | 0        | 0.0%    | 0            | 0.0%    | 0                | 0.0%    | 0        | 0.0%    |
|             | Native Hawaiian         | --     | --      | --                 | --      | --      | --      | --       | --      | --           | --      | --               | --      | --       | --      |
|             | White                   | 14     | 58.3%   | 1                  | 7.1%    | 10      | 71.4%   | 0        | 0.0%    | 1            | 7.1%    | 0                | 0.0%    | 2        | 14.3%   |
| Total       | 24                      | 100.0% | 4       | 16.7%              | 17      | 70.8%   | 0       | 0.0%     | 1       | 4.2%         | 0       | 0.0%             | 2       | 8.3%     |         |

## APPENDIX J: EAST PRECINCT CROSS TABULATION TABLES

### East Precinct Stopped Subject Demographics

|             | Race/Ethnicity           | 2020         |             | 2021         |             | 2022         |             | 2023         |             | 2024         |             |
|-------------|--------------------------|--------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|
|             |                          | Count        | Percent     | Count        | Percent     | Count        | Percent     | Count        | Percent     | Count        | Percent     |
| Drivers     | American Indian/Alaskan  | 29           | 0.5%        | 23           | 0.4%        | 44           | 0.8%        | 26           | 0.6%        | 23           | 0.5%        |
|             | Asian                    | 272          | 4.7%        | 224          | 4.0%        | 191          | 3.6%        | 203          | 4.9%        | 213          | 4.5%        |
|             | Black/African American   | 1,237        | 21.4%       | 1,229        | 22.0%       | 1,126        | 21.3%       | 869          | 21.0%       | 1,103        | 23.6%       |
|             | Hispanic or Latino       | 588          | 10.2%       | 640          | 11.5%       | 702          | 13.3%       | 628          | 15.2%       | 924          | 19.7%       |
|             | Middle Eastern           | 62           | 1.1%        | 61           | 1.1%        | 59           | 1.1%        | 71           | 1.7%        | 98           | 2.1%        |
|             | Native Hawaiian          | 57           | 1.0%        | 48           | 0.9%        | 42           | 0.8%        | 48           | 1.2%        | 60           | 1.3%        |
|             | White                    | 3,538        | 61.2%       | 3,363        | 60.2%       | 3,117        | 59.0%       | 2,285        | 55.3%       | 2,262        | 48.3%       |
|             | <b>Traffic Total</b>     | <b>5,783</b> | <b>100%</b> | <b>5,588</b> | <b>100%</b> | <b>5,281</b> | <b>100%</b> | <b>4,130</b> | <b>100%</b> | <b>4,683</b> | <b>100%</b> |
|             | Race/Ethnicity           | 2020         |             | 2021         |             | 2022         |             | 2023         |             | 2024         |             |
|             |                          | Count        | Percent     | Count        | Percent     | Count        | Percent     | Count        | Percent     | Count        | Percent     |
| Pedestrians | American Indian/Alaskan  | 0            | 0.0%        | 0            | 0.0%        | 0            | 0.0%        | 0            | 0.0%        | 0            | 0.0%        |
|             | Asian                    | 0            | 0.0%        | 0            | 0.0%        | 0            | 0.0%        | 3            | 50.0%       | 0            | 0.0%        |
|             | Black/African American   | 8            | 14.0%       | 1            | 11.1%       | 2            | 33.3%       | 0            | 0.0%        | 6            | 24.0%       |
|             | Hispanic or Latino       | 3            | 5.3%        | 0            | 0.0%        | 2            | 33.3%       | 0            | 0.0%        | 7            | 28.0%       |
|             | Middle Eastern           | 0            | 0.0%        | 0            | 0.0%        | 0            | 0.0%        | 0            | 0.0%        | 0            | 0.0%        |
|             | Native Hawaiian          | 1            | 1.8%        | 0            | 0.0%        | 0            | 0.0%        | 0            | 0.0%        | 0            | 0.0%        |
|             | White                    | 45           | 78.9%       | 8            | 88.9%       | 2            | 33.3%       | 3            | 50.0%       | 12           | 48.0%       |
|             | <b>Non-Traffic Total</b> | <b>57</b>    | <b>100%</b> | <b>9</b>     | <b>100%</b> | <b>6</b>     | <b>100%</b> | <b>6</b>     | <b>100%</b> | <b>25</b>    | <b>100%</b> |

### East Precinct Stop Reasons

|             | Race/Ethnicity          | Traffic Reason Only |              | Traffic and Other Crime |             | Non-Traffic Offense Only |              |
|-------------|-------------------------|---------------------|--------------|-------------------------|-------------|--------------------------|--------------|
|             |                         | Count               | Percent      | Count                   | Percent     | Count                    | Percent      |
| Drivers     | American Indian/Alaskan | 23                  | 100.0%       | 0                       | 0.0%        | 0                        | 0.0%         |
|             | Asian                   | 199                 | 93.9%        | 1                       | 0.5%        | 12                       | 5.7%         |
|             | Black/African American  | 1,060               | 96.1%        | 13                      | 1.2%        | 30                       | 2.7%         |
|             | Hispanic or Latino      | 863                 | 93.5%        | 8                       | 0.9%        | 52                       | 5.6%         |
|             | Middle Eastern          | 89                  | 91.8%        | 1                       | 1.0%        | 7                        | 7.2%         |
|             | Native Hawaiian         | 57                  | 95.0%        | 0                       | 0.0%        | 3                        | 5.0%         |
|             | White                   | 2,157               | 95.4%        | 26                      | 1.2%        | 77                       | 3.4%         |
|             | <b>Total</b>            | <b>4,448</b>        | <b>95.1%</b> | <b>49</b>               | <b>1.0%</b> | <b>181</b>               | <b>3.9%</b>  |
|             | Race/Ethnicity          | Traffic Reason Only |              | Traffic and Other Crime |             | Non-Traffic Offense Only |              |
|             |                         | Count               | Percent      | Count                   | Percent     | Count                    | Percent      |
| Pedestrians | American Indian/Alaskan | --                  | --           | --                      | --          | --                       | --           |
|             | Asian                   | --                  | --           | --                      | --          | --                       | --           |
|             | Black/African American  | 5                   | 83.3%        | 0                       | 0.0%        | 1                        | 16.7%        |
|             | Hispanic or Latino      | 6                   | 85.7%        | 0                       | 0.0%        | 1                        | 14.3%        |
|             | Middle Eastern          | --                  | --           | --                      | --          | --                       | --           |
|             | Native Hawaiian         | --                  | --           | --                      | --          | --                       | --           |
|             | White                   | 6                   | 54.5%        | 0                       | 0.0%        | 5                        | 45.5%        |
|             | <b>Total</b>            | <b>17</b>           | <b>70.8%</b> | <b>0</b>                | <b>0.0%</b> | <b>7</b>                 | <b>29.2%</b> |

## East Precinct Traffic Stop Reasons

|             | Race/Ethnicity          | Moving Violations |              |            |              | Non-Moving Violations |              | Non-Traffic Offenses |              |
|-------------|-------------------------|-------------------|--------------|------------|--------------|-----------------------|--------------|----------------------|--------------|
|             |                         | Dangerous         |              | Minor      |              | Violations            |              | Offenses             |              |
|             |                         | Count             | Percent      | Count      | Percent      | Count                 | Percent      | Count                | Percent      |
| Drivers     | American Indian/Alaskan | 8                 | 34.8%        | 5          | 21.7%        | 10                    | 43.5%        | 0                    | 0.0%         |
|             | Asian                   | 111               | 52.1%        | 24         | 11.3%        | 65                    | 30.5%        | 13                   | 6.1%         |
|             | Black/African American  | 383               | 34.7%        | 111        | 10.1%        | 579                   | 52.5%        | 30                   | 2.7%         |
|             | Hispanic or Latino      | 327               | 35.4%        | 86         | 9.3%         | 457                   | 49.5%        | 54                   | 5.8%         |
|             | Middle Eastern          | 30                | 30.6%        | 11         | 11.2%        | 49                    | 50.0%        | 8                    | 8.2%         |
|             | Native Hawaiian         | 17                | 28.3%        | 6          | 10.0%        | 34                    | 56.7%        | 3                    | 5.0%         |
|             | White                   | 728               | 32.2%        | 247        | 10.9%        | 1,208                 | 53.4%        | 79                   | 3.5%         |
|             | <b>Total</b>            | <b>1,604</b>      | <b>34.3%</b> | <b>490</b> | <b>10.5%</b> | <b>2,402</b>          | <b>51.3%</b> | <b>187</b>           | <b>4.0%</b>  |
|             | Race/Ethnicity          | Moving Violations |              |            |              | Non-Moving Violations |              | Non-Traffic Offenses |              |
|             |                         | Dangerous         |              | Minor      |              | Violations            |              | Offenses             |              |
|             |                         | Count             | Percent      | Count      | Percent      | Count                 | Percent      | Count                | Percent      |
| Pedestrians | American Indian/Alaskan | --                | --           | --         | --           | --                    | --           | --                   | --           |
|             | Asian                   | --                | --           | --         | --           | --                    | --           | --                   | --           |
|             | Black/African American  | 3                 | 50.0%        | 0          | 0.0%         | 2                     | 33.3%        | 1                    | 16.7%        |
|             | Hispanic or Latino      | 0                 | 0.0%         | 1          | 14.3%        | 5                     | 71.4%        | 1                    | 14.3%        |
|             | Middle Eastern          | --                | --           | --         | --           | --                    | --           | --                   | --           |
|             | Native Hawaiian         | --                | --           | --         | --           | --                    | --           | --                   | --           |
|             | White                   | 2                 | 16.7%        | 2          | 16.7%        | 2                     | 16.7%        | 6                    | 50.0%        |
|             | <b>Total</b>            | <b>5</b>          | <b>20.0%</b> | <b>3</b>   | <b>12.0%</b> | <b>9</b>              | <b>36.0%</b> | <b>8</b>             | <b>32.0%</b> |

## East Precinct Consent Search Requests

|             | Race/Ethnicity          | Consent Search |             |           |              |
|-------------|-------------------------|----------------|-------------|-----------|--------------|
|             |                         | Requests       | Rate        | Refusals  |              |
|             |                         |                |             | Refusals  | Rate         |
| Drivers     | American Indian/Alaskan | 0              | 0.0%        | --        | --           |
|             | Asian                   | 2              | 0.9%        | 1         | 50.0%        |
|             | Black/African American  | 7              | 0.6%        | 1         | 14.3%        |
|             | Hispanic or Latino      | 10             | 1.1%        | 5         | 50.0%        |
|             | Middle Eastern          | 0              | 0.0%        | --        | --           |
|             | Native Hawaiian         | 1              | 1.7%        | 1         | 100.0%       |
|             | White                   | 16             | 0.7%        | 5         | 31.3%        |
|             | <b>Total</b>            | <b>36</b>      | <b>0.8%</b> | <b>13</b> | <b>36.1%</b> |
|             | Race/Ethnicity          | Consent Search |             |           |              |
|             |                         | Requests       | Rate        | Refusals  |              |
|             |                         |                |             | Refusals  | Rate         |
| Pedestrians | American Indian/Alaskan | --             | --          | --        | --           |
|             | Asian                   | --             | --          | --        | --           |
|             | Black/African American  | 0              | 0.0%        | --        | --           |
|             | Hispanic or Latino      | 0              | 0.0%        | --        | --           |
|             | Middle Eastern          | --             | --          | --        | --           |
|             | Native Hawaiian         | --             | --          | --        | --           |
|             | White                   | 0              | 0.0%        | --        | --           |
|             | <b>Total</b>            | <b>0</b>       | <b>0.0%</b> | <b>--</b> | <b>--</b>    |

## East Precinct Search Rates

|             | Race/Ethnicity          | Total Subjects Searched |             | Consent   |              | Warrant   |             | Warrant Exception |              |
|-------------|-------------------------|-------------------------|-------------|-----------|--------------|-----------|-------------|-------------------|--------------|
|             |                         | Searches                | Rate        | Count     | Percent      | Count     | Percent     | Count             | Percent      |
|             |                         |                         |             |           |              |           |             |                   |              |
| Drivers     | American Indian/Alaskan | 0                       | 0.0%        | --        | --           | --        | --          | --                | --           |
|             | Asian                   | 1                       | 0.5%        | 1         | 100.0%       | 0         | 0.0%        | 0                 | 0.0%         |
|             | Black/African American  | 8                       | 0.7%        | 6         | 75.0%        | 0         | 0.0%        | 2                 | 25.0%        |
|             | Hispanic or Latino      | 8                       | 0.9%        | 5         | 62.5%        | 0         | 0.0%        | 4                 | 50.0%        |
|             | Middle Eastern          | 0                       | 0.0%        | --        | --           | --        | --          | --                | --           |
|             | Native Hawaiian         | 0                       | 0.0%        | --        | --           | --        | --          | --                | --           |
|             | White                   | 24                      | 1.1%        | 11        | 45.8%        | 1         | 4.2%        | 12                | 50.0%        |
|             | <b>Total</b>            | <b>41</b>               | <b>0.9%</b> | <b>23</b> | <b>56.1%</b> | <b>1</b>  | <b>2.4%</b> | <b>18</b>         | <b>43.9%</b> |
| Pedestrians | American Indian/Alaskan | --                      | --          | --        | --           | --        | --          | --                | --           |
|             | Asian                   | --                      | --          | --        | --           | --        | --          | --                | --           |
|             | Black/African American  | 0                       | 0.0%        | --        | --           | --        | --          | --                | --           |
|             | Hispanic or Latino      | 0                       | 0.0%        | --        | --           | --        | --          | --                | --           |
|             | Middle Eastern          | --                      | --          | --        | --           | --        | --          | --                | --           |
|             | Native Hawaiian         | --                      | --          | --        | --           | --        | --          | --                | --           |
|             | White                   | 0                       | 0.0%        | --        | --           | --        | --          | --                | --           |
|             | <b>Total</b>            | <b>0</b>                | <b>0.0%</b> | <b>--</b> | <b>--</b>    | <b>--</b> | <b>--</b>   | <b>--</b>         | <b>--</b>    |

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

## East Precinct Contraband Hit Rates

|             | Race/Ethnicity          | Total Searches | Found Contraband |              | Alcohol   |              | Drugs     |              | Firearms  |             | Other Weapons |             | Stolen Property |             | Other     |             |
|-------------|-------------------------|----------------|------------------|--------------|-----------|--------------|-----------|--------------|-----------|-------------|---------------|-------------|-----------------|-------------|-----------|-------------|
|             |                         | Count          | Count            | Percent      | Count     | Percent      | Count     | Percent      | Count     | Percent     | Count         | Percent     | Count           | Percent     | Count     | Percent     |
|             |                         |                |                  |              |           |              |           |              |           |             |               |             |                 |             |           |             |
| Drivers     | American Indian/Alaskan | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | Asian                   | 1              | 1                | 100.0%       | 0         | 0.0%         | 0         | 0.0%         | 0         | 0.0%        | 0             | 0.0%        | 1               | 100.0%      | 0         | 0.0%        |
|             | Black/African American  | 8              | 3                | 37.5%        | 1         | 12.5%        | 0         | 0.0%         | 2         | 25.0%       | 0             | 0.0%        | 0               | 0.0%        | 1         | 12.5%       |
|             | Hispanic or Latino      | 8              | 2                | 25.0%        | 2         | 25.0%        | 0         | 0.0%         | 0         | 0.0%        | 0             | 0.0%        | 0               | 0.0%        | 0         | 0.0%        |
|             | Middle Eastern          | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | Native Hawaiian         | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | White                   | 24             | 13               | 54.2%        | 2         | 8.3%         | 10        | 41.7%        | 1         | 4.2%        | 1             | 4.2%        | 1               | 4.2%        | 3         | 12.5%       |
|             | <b>Total</b>            | <b>41</b>      | <b>19</b>        | <b>46.3%</b> | <b>5</b>  | <b>12.2%</b> | <b>10</b> | <b>24.4%</b> | <b>3</b>  | <b>7.3%</b> | <b>1</b>      | <b>2.4%</b> | <b>2</b>        | <b>4.9%</b> | <b>4</b>  | <b>9.8%</b> |
| Pedestrians | American Indian/Alaskan | --             | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | Asian                   | --             | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | Black/African American  | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | Hispanic or Latino      | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | Middle Eastern          | --             | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | Native Hawaiian         | --             | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | White                   | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --          |
|             | <b>Total</b>            | <b>0</b>       | <b>--</b>        | <b>--</b>    | <b>--</b> | <b>--</b>    | <b>--</b> | <b>--</b>    | <b>--</b> | <b>--</b>   | <b>--</b>     | <b>--</b>   | <b>--</b>       | <b>--</b>   | <b>--</b> | <b>--</b>   |

## East Precinct Stop Outcomes

| Drivers     | Total Stops             |        |         | Enforcement Action |         |         |         |          |         |              |         |                  |         |          |         |
|-------------|-------------------------|--------|---------|--------------------|---------|---------|---------|----------|---------|--------------|---------|------------------|---------|----------|---------|
|             | Race/Ethnicity          |        |         | 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 | 23     | 0.5%    | 0                  | 0.0%    | 20      | 87.0%   | 2        | 8.7%    | 0            | 0.0%    | 0                | 0.0%    | 1        | 4.3%    |
|             | Asian                   | 213    | 4.5%    | 10                 | 4.7%    | 172     | 80.8%   | 18       | 8.5%    | 2            | 0.9%    | 0                | 0.0%    | 11       | 5.2%    |
|             | Black/African American  | 1,103  | 23.6%   | 68                 | 6.2%    | 825     | 74.8%   | 124      | 11.2%   | 14           | 1.3%    | 0                | 0.0%    | 72       | 6.5%    |
|             | Hispanic or Latino      | 924    | 19.7%   | 50                 | 5.4%    | 690     | 74.7%   | 101      | 10.9%   | 29           | 3.1%    | 1                | 0.1%    | 53       | 5.7%    |
|             | Middle Eastern          | 98     | 2.1%    | 5                  | 5.1%    | 80      | 81.6%   | 9        | 9.2%    | 1            | 1.0%    | 0                | 0.0%    | 3        | 3.1%    |
|             | Native Hawaiian         | 60     | 1.3%    | 1                  | 1.7%    | 45      | 75.0%   | 7        | 11.7%   | 0            | 0.0%    | 0                | 0.0%    | 7        | 11.7%   |
|             | White                   | 2,262  | 48.3%   | 155                | 6.9%    | 1,675   | 74.0%   | 247      | 10.9%   | 36           | 1.6%    | 0                | 0.0%    | 149      | 6.6%    |
| Total       | 4,683                   | 100.0% | 289     | 6.2%               | 3,507   | 74.9%   | 508     | 10.8%    | 82      | 1.8%         | 1       | 0.0%             | 296     | 6.3%     |         |
| Pedestrians | Total Stops             |        |         | Enforcement Action |         |         |         |          |         |              |         |                  |         |          |         |
|             | Race/Ethnicity          |        |         | 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  | 6      | 24.0%   | 1                  | 16.7%   | 3       | 50.0%   | 0        | 0.0%    | 0            | 0.0%    | 0                | 0.0%    | 2        | 33.3%   |
|             | Hispanic or Latino      | 7      | 28.0%   | 0                  | 0.0%    | 7       | 100.0%  | 0        | 0.0%    | 0            | 0.0%    | 0                | 0.0%    | 0        | 0.0%    |
|             | Middle Eastern          | --     | --      | --                 | --      | --      | --      | --       | --      | --           | --      | --               | --      | --       | --      |
|             | Native Hawaiian         | --     | --      | --                 | --      | --      | --      | --       | --      | --           | --      | --               | --      | --       | --      |
|             | White                   | 12     | 48.0%   | 2                  | 16.7%   | 5       | 41.7%   | 0        | 0.0%    | 1            | 8.3%    | 0                | 0.0%    | 4        | 33.3%   |
| Total       | 25                      | 100.0% | 3       | 12.0%              | 15      | 60.0%   | 0       | 0.0%     | 1       | 4.0%         | 0       | 0.0%             | 6       | 24.0%    |         |

## APPENDIX K: NORTH PRECINCT CROSS TABULATION TABLES

### North Precinct Stopped Subject Demographics

|             | Race/Ethnicity           | 2020         |             | 2021         |             | 2022         |             | 2023         |             | 2024         |             |
|-------------|--------------------------|--------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|
|             |                          | Count        | Percent     | Count        | Percent     | Count        | Percent     | Count        | Percent     | Count        | Percent     |
| Drivers     | American Indian/Alaskan  | 11           | 0.6%        | 7            | 0.4%        | 8            | 0.5%        | 8            | 0.4%        | 27           | 0.8%        |
|             | Asian                    | 56           | 3.2%        | 48           | 2.9%        | 48           | 2.9%        | 73           | 3.2%        | 122          | 3.7%        |
|             | Black/African American   | 504          | 28.7%       | 351          | 21.4%       | 398          | 23.8%       | 564          | 24.7%       | 772          | 23.1%       |
|             | Hispanic or Latino       | 184          | 10.5%       | 189          | 11.5%       | 199          | 11.9%       | 351          | 15.4%       | 519          | 15.5%       |
|             | Middle Eastern           | 17           | 1.0%        | 14           | 0.9%        | 15           | 0.9%        | 29           | 1.3%        | 71           | 2.1%        |
|             | Native Hawaiian          | 13           | 0.7%        | 19           | 1.2%        | 22           | 1.3%        | 22           | 1.0%        | 34           | 1.0%        |
|             | White                    | 971          | 55.3%       | 1,010        | 61.7%       | 985          | 58.8%       | 1,236        | 54.1%       | 1,797        | 53.8%       |
|             | <b>Traffic Total</b>     | <b>1,756</b> | <b>100%</b> | <b>1,638</b> | <b>100%</b> | <b>1,675</b> | <b>100%</b> | <b>2,283</b> | <b>100%</b> | <b>3,342</b> | <b>100%</b> |
|             | Race/Ethnicity           | 2020         |             | 2021         |             | 2022         |             | 2023         |             | 2024         |             |
|             |                          | Count        | Percent     | Count        | Percent     | Count        | Percent     | Count        | Percent     | Count        | Percent     |
| Pedestrians | American Indian/Alaskan  | 0            | 0.0%        | 1            | 14.3%       | 0            | 0.0%        | 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   | 3            | 27.3%       | 1            | 14.3%       | 2            | 66.7%       | 1            | 10.0%       | 5            | 25.0%       |
|             | Hispanic or Latino       | 0            | 0.0%        | 1            | 14.3%       | 0            | 0.0%        | 0            | 0.0%        | 2            | 10.0%       |
|             | 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                    | 8            | 72.7%       | 4            | 57.1%       | 1            | 33.3%       | 9            | 90.0%       | 13           | 65.0%       |
|             | <b>Non-Traffic Total</b> | <b>11</b>    | <b>100%</b> | <b>7</b>     | <b>100%</b> | <b>3</b>     | <b>100%</b> | <b>10</b>    | <b>100%</b> | <b>20</b>    | <b>100%</b> |

### North Precinct Stop Reasons

|             | Race/Ethnicity          | Traffic Reason Only |              | Traffic and Other Crime |             | Non-Traffic Offense Only |              |
|-------------|-------------------------|---------------------|--------------|-------------------------|-------------|--------------------------|--------------|
|             |                         | Count               | Percent      | Count                   | Percent     | Count                    | Percent      |
| Drivers     | American Indian/Alaskan | 27                  | 100.0%       | 0                       | 0.0%        | 0                        | 0.0%         |
|             | Asian                   | 121                 | 99.2%        | 0                       | 0.0%        | 1                        | 0.8%         |
|             | Black/African American  | 763                 | 98.8%        | 2                       | 0.3%        | 7                        | 0.9%         |
|             | Hispanic or Latino      | 500                 | 96.3%        | 1                       | 0.2%        | 18                       | 3.5%         |
|             | Middle Eastern          | 68                  | 95.8%        | 0                       | 0.0%        | 3                        | 4.2%         |
|             | Native Hawaiian         | 34                  | 100.0%       | 0                       | 0.0%        | 0                        | 0.0%         |
|             | White                   | 1,764               | 98.3%        | 4                       | 0.2%        | 27                       | 1.5%         |
|             | <b>Total</b>            | <b>3,277</b>        | <b>98.1%</b> | <b>7</b>                | <b>0.2%</b> | <b>56</b>                | <b>1.7%</b>  |
|             | Race/Ethnicity          | Traffic Reason Only |              | Traffic and Other Crime |             | Non-Traffic Offense Only |              |
|             |                         | Count               | Percent      | Count                   | Percent     | Count                    | Percent      |
| Pedestrians | American Indian/Alaskan | --                  | --           | --                      | --          | --                       | --           |
|             | Asian                   | --                  | --           | --                      | --          | --                       | --           |
|             | Black/African American  | 5                   | 100.0%       | 0                       | 0.0%        | 0                        | 0.0%         |
|             | Hispanic or Latino      | 2                   | 100.0%       | 0                       | 0.0%        | 0                        | 0.0%         |
|             | Middle Eastern          | --                  | --           | --                      | --          | --                       | --           |
|             | Native Hawaiian         | --                  | --           | --                      | --          | --                       | --           |
|             | White                   | 7                   | 53.8%        | 0                       | 0.0%        | 6                        | 46.2%        |
|             | <b>Total</b>            | <b>14</b>           | <b>70.0%</b> | <b>0</b>                | <b>0.0%</b> | <b>6</b>                 | <b>30.0%</b> |

## North Precinct Traffic Stop Reasons

|             | Race/Ethnicity          | Moving Violations |              |            |              | Non-Moving Violations |              | Non-Traffic Offenses |              |
|-------------|-------------------------|-------------------|--------------|------------|--------------|-----------------------|--------------|----------------------|--------------|
|             |                         | Dangerous         |              | Minor      |              | Violations            |              | Offenses             |              |
|             |                         | Count             | Percent      | Count      | Percent      | Count                 | Percent      | Count                | Percent      |
| Drivers     | American Indian/Alaskan | 8                 | 29.6%        | 3          | 11.1%        | 16                    | 59.3%        | 0                    | 0.0%         |
|             | Asian                   | 70                | 57.4%        | 19         | 15.6%        | 32                    | 26.2%        | 1                    | 0.8%         |
|             | Black/African American  | 330               | 42.7%        | 98         | 12.7%        | 337                   | 43.7%        | 7                    | 0.9%         |
|             | Hispanic or Latino      | 237               | 45.7%        | 64         | 12.3%        | 200                   | 38.5%        | 18                   | 3.5%         |
|             | Middle Eastern          | 33                | 46.5%        | 6          | 8.5%         | 29                    | 40.8%        | 3                    | 4.2%         |
|             | Native Hawaiian         | 17                | 50.0%        | 3          | 8.8%         | 14                    | 41.2%        | 0                    | 0.0%         |
|             | White                   | 777               | 43.2%        | 239        | 13.3%        | 752                   | 41.8%        | 29                   | 1.6%         |
|             | <b>Total</b>            | <b>1,472</b>      | <b>44.0%</b> | <b>432</b> | <b>12.9%</b> | <b>1,380</b>          | <b>41.3%</b> | <b>58</b>            | <b>1.7%</b>  |
| Pedestrians | American Indian/Alaskan | --                | --           | --         | --           | --                    | --           | --                   | --           |
|             | Asian                   | --                | --           | --         | --           | --                    | --           | --                   | --           |
|             | Black/African American  | 1                 | 20.0%        | 1          | 20.0%        | 3                     | 60.0%        | 0                    | 0.0%         |
|             | Hispanic or Latino      | 1                 | 50.0%        | 0          | 0.0%         | 1                     | 50.0%        | 0                    | 0.0%         |
|             | Middle Eastern          | --                | --           | --         | --           | --                    | --           | --                   | --           |
|             | Native Hawaiian         | --                | --           | --         | --           | --                    | --           | --                   | --           |
|             | White                   | 3                 | 23.1%        | 2          | 15.4%        | 2                     | 15.4%        | 6                    | 46.2%        |
|             | <b>Total</b>            | <b>5</b>          | <b>25.0%</b> | <b>3</b>   | <b>15.0%</b> | <b>6</b>              | <b>30.0%</b> | <b>6</b>             | <b>30.0%</b> |

## North Precinct Consent Search Requests

|             | Race/Ethnicity          | Consent Search |             |           |              |
|-------------|-------------------------|----------------|-------------|-----------|--------------|
|             |                         | Requests       | Rate        | Refusals  | Rate         |
|             |                         |                |             |           |              |
| Drivers     | American Indian/Alaskan | 0              | 0.0%        | --        | --           |
|             | Asian                   | 0              | 0.0%        | --        | --           |
|             | Black/African American  | 3              | 0.4%        | 1         | 33.3%        |
|             | Hispanic or Latino      | 2              | 0.4%        | 1         | 50.0%        |
|             | Middle Eastern          | 0              | 0.0%        | --        | --           |
|             | Native Hawaiian         | 0              | 0.0%        | --        | --           |
|             | White                   | 10             | 0.6%        | 8         | 80.0%        |
|             | <b>Total</b>            | <b>15</b>      | <b>0.4%</b> | <b>10</b> | <b>66.7%</b> |
| Pedestrians | American Indian/Alaskan | --             | --          | --        | --           |
|             | Asian                   | --             | --          | --        | --           |
|             | Black/African American  | 0              | 0.0%        | --        | --           |
|             | Hispanic or Latino      | 0              | 0.0%        | --        | --           |
|             | Middle Eastern          | --             | --          | --        | --           |
|             | Native Hawaiian         | --             | --          | --        | --           |
|             | White                   | 0              | 0.0%        | --        | --           |
|             | <b>Total</b>            | <b>0</b>       | <b>0.0%</b> | <b>--</b> | <b>--</b>    |

## North Precinct Search Rates

|             | Race/Ethnicity          | Total Subjects Searched |             | Consent   |              | Warrant   |              | Warrant Exception |              |
|-------------|-------------------------|-------------------------|-------------|-----------|--------------|-----------|--------------|-------------------|--------------|
|             |                         | Searches                | Rate        | Count     | Percent      | Count     | Percent      | Count             | Percent      |
|             |                         |                         |             |           |              |           |              |                   |              |
| Drivers     | American Indian/Alaskan | 0                       | 0.0%        | --        | --           | --        | --           | --                | --           |
|             | Asian                   | 0                       | 0.0%        | --        | --           | --        | --           | --                | --           |
|             | Black/African American  | 3                       | 0.4%        | 2         | 66.7%        | 0         | 0.0%         | 1                 | 33.3%        |
|             | Hispanic or Latino      | 5                       | 1.0%        | 1         | 20.0%        | 2         | 40.0%        | 3                 | 60.0%        |
|             | Middle Eastern          | 0                       | 0.0%        | --        | --           | --        | --           | --                | --           |
|             | Native Hawaiian         | 0                       | 0.0%        | --        | --           | --        | --           | --                | --           |
|             | White                   | 6                       | 0.3%        | 2         | 33.3%        | 1         | 16.7%        | 4                 | 66.7%        |
|             | <b>Total</b>            | <b>14</b>               | <b>0.4%</b> | <b>5</b>  | <b>35.7%</b> | <b>3</b>  | <b>21.4%</b> | <b>8</b>          | <b>57.1%</b> |
| Pedestrians | American Indian/Alaskan | --                      | --          | --        | --           | --        | --           | --                | --           |
|             | Asian                   | --                      | --          | --        | --           | --        | --           | --                | --           |
|             | Black/African American  | 0                       | 0.0%        | --        | --           | --        | --           | --                | --           |
|             | Hispanic or Latino      | 0                       | 0.0%        | --        | --           | --        | --           | --                | --           |
|             | Middle Eastern          | --                      | --          | --        | --           | --        | --           | --                | --           |
|             | Native Hawaiian         | --                      | --          | --        | --           | --        | --           | --                | --           |
|             | White                   | 0                       | 0.0%        | --        | --           | --        | --           | --                | --           |
|             | <b>Total</b>            | <b>0</b>                | <b>0.0%</b> | <b>--</b> | <b>--</b>    | <b>--</b> | <b>--</b>    | <b>--</b>         | <b>--</b>    |

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

## North Precinct Contraband Hit Rates

|             | Race/Ethnicity          | Total Searches | Found Contraband |              | Alcohol   |              | Drugs     |              | Firearms  |             | Other Weapons |             | Stolen Property |             | Other     |              |
|-------------|-------------------------|----------------|------------------|--------------|-----------|--------------|-----------|--------------|-----------|-------------|---------------|-------------|-----------------|-------------|-----------|--------------|
|             |                         | Count          | Count            | Percent      | Count     | Percent      | Count     | Percent      | Count     | Percent     | Count         | Percent     | Count           | Percent     | Count     | Percent      |
|             |                         |                |                  |              |           |              |           |              |           |             |               |             |                 |             |           |              |
| Drivers     | American Indian/Alaskan | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --           |
|             | Asian                   | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --           |
|             | Black/African American  | 3              | 2                | 66.7%        | 0         | 0.0%         | 1         | 33.3%        | 0         | 0.0%        | 0             | 0.0%        | 0               | 0.0%        | 2         | 66.7%        |
|             | Hispanic or Latino      | 5              | 4                | 80.0%        | 3         | 60.0%        | 1         | 20.0%        | 0         | 0.0%        | 0             | 0.0%        | 0               | 0.0%        | 2         | 40.0%        |
|             | Middle Eastern          | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --           |
|             | Native Hawaiian         | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --           |
|             | White                   | 6              | 4                | 66.7%        | 4         | 66.7%        | 1         | 16.7%        | 0         | 0.0%        | 0             | 0.0%        | 0               | 0.0%        | 0         | 0.0%         |
|             | <b>Total</b>            | <b>14</b>      | <b>10</b>        | <b>71.4%</b> | <b>7</b>  | <b>50.0%</b> | <b>3</b>  | <b>21.4%</b> | <b>0</b>  | <b>0.0%</b> | <b>0</b>      | <b>0.0%</b> | <b>0</b>        | <b>0.0%</b> | <b>4</b>  | <b>28.6%</b> |
| Pedestrians | American Indian/Alaskan | --             | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --           |
|             | Asian                   | --             | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --           |
|             | Black/African American  | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --           |
|             | Hispanic or Latino      | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --           |
|             | Middle Eastern          | --             | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --           |
|             | Native Hawaiian         | --             | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --           |
|             | White                   | 0              | --               | --           | --        | --           | --        | --           | --        | --          | --            | --          | --              | --          | --        | --           |
|             | <b>Total</b>            | <b>0</b>       | <b>--</b>        | <b>--</b>    | <b>--</b> | <b>--</b>    | <b>--</b> | <b>--</b>    | <b>--</b> | <b>--</b>   | <b>--</b>     | <b>--</b>   | <b>--</b>       | <b>--</b>   | <b>--</b> | <b>--</b>    |

## North Precinct Stop Outcomes

| Drivers                 | Total Stops    |        | Enforcement Action |       |         |         |         |          |         |              |         |                  |         |          |         |
|-------------------------|----------------|--------|--------------------|-------|---------|---------|---------|----------|---------|--------------|---------|------------------|---------|----------|---------|
|                         | Race/Ethnicity | Count  | Percent            | None  |         | Warning |         | Citation |         | Cite-in-Lieu |         | Juvenile Summons |         | Arrested |         |
|                         |                |        |                    | Count | Percent | Count   | Percent | Count    | Percent | Count        | Percent | Count            | Percent | Count    | Percent |
|                         |                |        |                    |       |         |         |         |          |         |              |         |                  |         |          |         |
|                         |                |        |                    |       |         |         |         |          |         |              |         |                  |         |          |         |
| American Indian/Alaskan | 27             | 0.8%   | 1                  | 3.7%  | 22      | 81.5%   | 1       | 3.7%     | 1       | 3.7%         | 0       | 0.0%             | 2       | 7.4%     |         |
| Asian                   | 122            | 3.7%   | 3                  | 2.5%  | 105     | 86.1%   | 12      | 9.8%     | 1       | 0.8%         | 1       | 0.8%             | 0       | 0.0%     |         |
| Black/African American  | 772            | 23.1%  | 22                 | 2.8%  | 600     | 77.7%   | 93      | 12.0%    | 5       | 0.6%         | 0       | 0.0%             | 52      | 6.7%     |         |
| Hispanic or Latino      | 519            | 15.5%  | 15                 | 2.9%  | 392     | 75.5%   | 86      | 16.6%    | 5       | 1.0%         | 1       | 0.2%             | 20      | 3.9%     |         |
| Middle Eastern          | 71             | 2.1%   | 4                  | 5.6%  | 58      | 81.7%   | 7       | 9.9%     | 1       | 1.4%         | 0       | 0.0%             | 1       | 1.4%     |         |
| Native Hawaiian         | 34             | 1.0%   | 1                  | 2.9%  | 29      | 85.3%   | 2       | 5.9%     | 0       | 0.0%         | 0       | 0.0%             | 2       | 5.9%     |         |
| White                   | 1,797          | 53.8%  | 86                 | 4.8%  | 1,388   | 77.2%   | 214     | 11.9%    | 7       | 0.4%         | 1       | 0.1%             | 101     | 5.6%     |         |
| Total                   | 3,342          | 100.0% | 132                | 3.9%  | 2,594   | 77.6%   | 415     | 12.4%    | 20      | 0.6%         | 3       | 0.1%             | 178     | 5.3%     |         |

| Pedestrians            | 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  |       |
|                        | American Indian/Alaskan | --     | --                 | --    | --      | --     | --       | --    | --           | --    | --               | --    | --       | --    |
|                        | Asian                   | --     | --                 | --    | --      | --     | --       | --    | --           | --    | --               | --    | --       | --    |
| Black/African American | 5                       | 25.0%  | 1                  | 20.0% | 4       | 80.0%  | 0        | 0.0%  | 0            | 0.0%  | 0                | 0.0%  | 0        | 0.0%  |
| Hispanic or Latino     | 2                       | 10.0%  | 0                  | 0.0%  | 2       | 100.0% | 0        | 0.0%  | 0            | 0.0%  | 0                | 0.0%  | 0        | 0.0%  |
| Middle Eastern         | --                      | --     | --                 | --    | --      | --     | --       | --    | --           | --    | --               | --    | --       | --    |
| Native Hawaiian        | --                      | --     | --                 | --    | --      | --     | --       | --    | --           | --    | --               | --    | --       | --    |
| White                  | 13                      | 65.0%  | 1                  | 7.7%  | 5       | 38.5%  | 0        | 0.0%  | 3            | 23.1% | 0                | 0.0%  | 4        | 30.8% |
| Total                  | 20                      | 100.0% | 2                  | 10.0% | 11      | 55.0%  | 0        | 0.0%  | 3            | 15.0% | 0                | 0.0%  | 4        | 20.0% |