

TATISTICAL TRANSPARENCY OF POLICING (STOP) PROGRAM

REVIEW OF RESULTS FOR CITY OF MILWAUKIE



RESEARCH DIRECTOR CRIMINAL JUSTICE COMMISSION APRIL 4, 2023

BACKGROUND THE STOP PROGRAM

THE DIRECTOR EXTERNAL VIEW ARRESTS AND EXPERT REPORT

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House Bill 2355

Introduced and printed present to 4s as finite \$2.00. According that follow request of Nationaly Second State Consultants

(EMPET)

AS ACT

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De it Emphasise the People of the State of Oregons

SECTION 1, As used in sections 1 to 4 of this SH2 Acts

(i) "Low reducement agency" means on agency amplicing less reducement officers to reduce original laws.

(ii) New orders must affice? cause a member of the Stogen Make Fidine, a shoriff or a muskipal policy officer.

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10. "Available" means the healths of an individual tension and enforcement minute or a love attendance of the other, or suppose or the individual's hearing whiches a provision of the other solutions of the submitted by the control of the submitted search. Individual points of the submitted search in the suppose of the submitted search in the suppose of the submitted search in the submitted of the submitted search of a previous of the submitted or submitted in the submitted search in the submitted searc

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□ HB 2355 (2017) requires law enforcement to report on all traffic and pedestrian stops.

STOP Data Elements

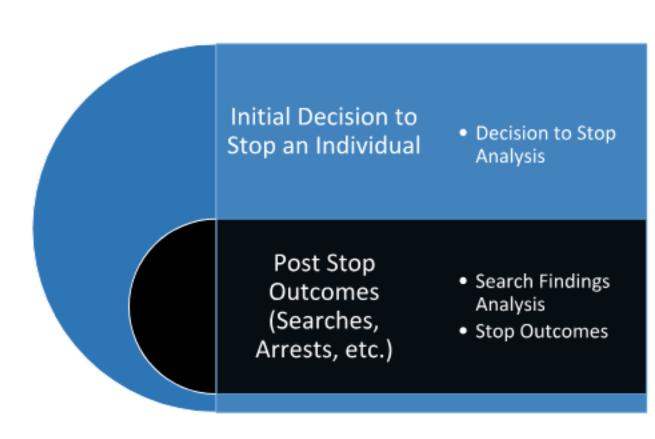
 Law Enforcement Agency Name 	☐ Perceived Age
☐ Stop Date	□ Perceived Gender
☐ Stop Time	 Statutory Reason for Stop
☐ County of Stop	☐ Stop Disposition
□ Specific Location of Stop	Was a Search Conducted?
□ Type of Stop (Traffic/Pedestrian)	☐ Search Type
☐ Home Zip Code of Stopped Individual	□ Search Findings
□ Perceived Race/Ethnicity	 Was a Physical Custody Arrest Made

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ADDRESSING RESEARCH CHALLENGES

CJC's Multimodal Approach

- Considers the different stages of stops to ensure that each decision point is examined.
- Doesn't include benchmarks due to their methodological weaknesses.
- Utilizes multivariate statistics wherever possible to address alternative explanations.
- Provide the most holistic view of the stops landscape in Oregon.



STOP OUTCOMES DECISION TO CITE, SEARCH, ARREST

Stop Outcomes

- Holding other factors constant, do we find different dispositional outcomes across racial/ethnic groups?
- Propensity score matching analysis is a statistical approach to balance across multiple factors
- In effect, you are able to balance your data so you can test for race-based differences.
- Reason for stop is accounted for, but not reason for disposition

No Significant Differences Found

Agency	Race	Citation	Search	Arrest
	Asian			
Milwaukie PD	Black			
	Latinx			
	MidEast			

STOP OUTCOMES DECISION TO CITE, SEARCH, ARREST

Stop Outcomes

No significant differences found in citation rates

Latinx		Citation Results		
Agency	Race	Actual	Predicted	
Milwaylia DD	Asian	18.6%	22.7%	
Milwaukie PD	Black	22.5%	23.6%	
	Latinx	26.4%	23.9%	
	Mideast	13.4%	24.1%	

SEARCH FINDINGS ANALYSIS

Outcome/Hit Rate Test

- Successful searches should be equal across different races if the decision to search is based on race neutral factors.
- If search success rates are consistently lower for one racial group, the target group is being searched more
 often than success rates would warrant.
- Sample size is too low for statistical tests

Reporting Year	White	Black	Latinx	Asian	Mideast	Native
Total Searches	39	2	4	2	0	0
Hit Rate	54%	0%	0%	50%		

DECISION TO STOP

Decision to Stop Model

- Compares stops made in the daylight to stops made in darkness.
 - To ensure that similar driving populations are examined, only stops made during the morning and evening are included in the models.
 - Controls for day of the week, season, and time of day are included as well.
- If stops are being made in a race-neutral manner, stop rates should be almost identical and the model results for daylight/darkness should not be statistically significant.

Study Year(s)	Black	Latinx
2019-2021	2.68*	1.58
2020-2022	1.11	1.16

DECISION TO STOP

2019-2021

☐ 2021 Report Results

 Black individuals are more likely to be stopped in daylight vs. darkness compared to white individuals.

Odds	Ratio o	f Decision	to Stop	Model
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Study Year(s)	Black	Latinx
2019-2021	2.68*	1.58

The odds of stops for Black drivers in daylight was nearly 2.7 times the odds for white drivers, indicating a statistically significant difference.

Inter-twilight Window Stops

Race	Light	Dark	Total Stops
Black	60.2%	39.8%	113
White	53.1%	46.9%	1,563

Evening Inter-twilight Window Stops

Race	Light	Dark	Total Stops
Black	57.4%	42.6%	94
White	50.4%	49.6%	1,193

DECISION TO STOP

2020-2022

□ 2022 Report Results

No significant difference found in the rate of Black and Latinx individuals stopped in daylight vs. darkness compared to white individuals.

Study Year(s)	Black	Latinx
2020-2022	1.11	1.16

Inter-twilight Window Stops

Race	Light	Dark	Total Stops
Black	44.3%	55.7%	115
White	44.5%	55.5%	1,186

Evening Inter-twilight Window Stops

Race	Light	Dark	Total Stops
Black	39.2%	60.8%	102
White	41.8%	58.2%	960

RESOURCES

- ☐ STOP Website: https://www.oregon.gov/cjc/stop/Pages/default.aspx
- ☐ HB 2355: https://www.oregon.gov/cjc/stop/Documents/HB_2355_Enrolled.pdf
- ☐ STOP Dashboard: https://www.oregon.gov/cjc/SAC/Pages/stop.aspx
- □ 2022 STOP Report: <u>STOP Report 2022.pdf (oregon.gov)</u>