

# Traffic Stops in Nebraska



## A Report to the Legislature on Data Submitted by Law Enforcement per LB593:2001

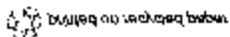
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## Executive Summary

The Nebraska Legislature passed LB593 in 2001 to respond to possible issues relating to the way that traffic stops are made. The act specifically prohibited racial profiling and required law enforcement to implement policies prohibiting discriminatory practices as well as requiring the collection of prescribed data. This is the second report on data submitted to the Nebraska Crime Commission. It includes traffic stops for 2002 and 2003.

Specifically, LB593 prescribes that all law enforcement agencies in Nebraska will collect, record and report aggregate data. The nature of the aggregate data does not allow tracking activities by officer or looking at individual stops. Data to be reported includes:

- The number of motor vehicle stops.
- The race or ethnicity of the people stopped.
- If a stop is for a law violation, the nature of the alleged law violations that resulted in the motor vehicle stop.
- Whether warnings or citations were issued, arrests made, or searches conducted as a result of the stops.

Additionally, agencies are required to report to the Crime Commission all allegations of racial profiling received and notification of the review and disposition of such allegations.

- Data was submitted by 237 agencies in 2002 and 218 in 2003. Not all agencies submitted data for all 4 quarters.
- 2,162,531 traffic stops were reported to the Crime Commission.
- More than half of those were conducted by the Nebraska State Patrol's Carrier Enforcement Division, usually involving commercial vehicles for things such as weight checks.
- Although less than 1% of all stops involved a criminal code violation over 3% of stops involving Native Americans were for criminal violations.
- While less than 2% of stops resulted in arrest there were large variations by race.
- 9.3% of Blacks stopped were taken into custodial arrest.
- Hispanic and Native Americans were arrested more than 3 times as often as the overall population.
- Stops involving minority drivers more often resulted in searches being conducted than in the general population.
- Hispanic driver stops were more than three and one half times as likely to result in a search than for the general population.
- Stops involving Native Americans were about two and a half times as likely to result in a search than for the general population.
- For 2002 the Crime Commission received 17 reports from six agencies of the public making allegations of racial profiling. Eight allegations from three of those same agencies were reported in 2003. Thirteen of the total allegations involved black drivers and seven involved Hispanic drivers. Of the twenty-five allegations none involved a custodial arrest. Seven involved searches.
- The agencies all conducted internal investigations and contacted the drivers and persons involved. In the thirteen cases where the result of the investigation was reported no agency reported the allegation to be valid.



## 1. Introduction

The criminal justice system is predicated on the notion of equality. The issues of fairness and any perception of unequal treatment are often at the forefront of our society but particularly as they relate to justice. In the last few years greater attention was drawn to issues and reports of possible inequality in the criminal justice system. While these issues can be very difficult to identify as well as verify, since they typically relate to motivation, there are numerous efforts to explore them deeper.

One area gaining broad attention in most states and localities is potential profiling relating to traffic stops made by law enforcement. The Nebraska Legislature passed LB593 in 2001 to respond to possible issues relating to the way that traffic stops are made. The act specifically prohibited racial profiling and required law enforcement to implement policies prohibiting discriminatory practices as well as requiring the collection of prescribed data. This report presents the second summary of data reported to the Nebraska Crime Commission.

## 2. History

The ninety-seventh Legislature incorporated several initiatives relative to traffic stops and issues of racial profiling, acknowledging the danger and impropriety of any practice that involves disparate treatment based on a person's skin color, apparent nationality or ethnicity. For the purposes of this report and subsequent discussions we will refer to the definition of racial profiling included in the act.

*Racial profiling means detaining an individual or conducting a motor vehicle stop based upon disparate treatment of an individual.*

LB593 required the collection of certain information relative to traffic stops. Agencies are required to collect and maintain information within their own agency but law enforcement is also required to report this data to the Crime Commission. The data specified in the bill is typical of what many other states have done. It does not necessarily provide data to determine motivation or cause for any apparent disproportionality. However, even though this level of data does not allow definite conclusions in those areas it does serve as a basis for constructive discussions between police and citizens regarding ways to reduce racial bias and/or perceptions of racial bias.

Specifically, LB593 prescribes that all law enforcement agencies in Nebraska will collect, record and report aggregate data on the following.

- The number of motor vehicle stops.
- The race or ethnicity of the people stopped.
- If a stop is for a law violation, the nature of the alleged law violations that resulted in the motor vehicle stop.
- Whether warnings or citations were issued, arrests made, or searches conducted as a result of the stops.

Additionally the bill required all agencies to “provide to the commission (a) a copy of each allegation of racial profiling received and (b) written notification of the review and disposition of such allegation”. The bill prohibited revealing the identity of either the officer or the complainant. Any allegations of racial

profiling are handled through standard policies with the law enforcement agency.

To collect the data required in LB593 in a consistent and cost effective manner the Crime Commission convened a workgroup involving the Nebraska State Patrol, the Nebraska Sheriffs Association, Police Officers Association of Nebraska, Police Chiefs Association of Nebraska and numerous local agencies including the Lincoln Police Department and the Omaha Police Department. This group reviewed possible data reporting formats to try to guarantee the most feasible, cost effective and achievable method of reporting while meeting the mandates of LB593.

Data collection of this magnitude can be problematic in many ways. Law enforcement agencies have taken various approaches to provide complete and useful data to the Crime Commission. Even for agencies that are automated the task of additional data collection by officers adds a level of complexity and additional workload that is significant. For agencies that are not automated it meant an increase in the paperwork for officers. Some agencies have attempted to extract the data from their records systems but modifications were typically needed and often some manual work was still required. Since data had to be reported even if no action was taken this meant most automated systems could not report all of the required data. Although law enforcement agencies were required to report only limited information it was not without problems, cost and increased work.

### **3. Data Collection**

Standardized forms are provided to all law enforcement agencies in Nebraska. Summary data is reported to the Crime Commission quarterly. Data is included which states the race of all drivers stopped, the reasons for the stops, the dispositions of the stops and whether searches were conducted. Data is to be collected and reported from January, 2002 through December, 2003. This report contains data on over 2,000,000 traffic stops as provided by state, local and tribal agencies for calendar year 2002 and 2003.

Since the agencies began submitting data, the Crime Commission's Statistical Analysis Center has been working with law enforcement to improve reporting and deal with data inconsistencies. A significant effort such as this typically requires review of processes and workflow once it starts. In general, law enforcement has made a concerted effort to fulfill the requirements set out by the Legislature. In addition to the reporting mandated by LB593 there are also some agencies that have undertaken similar studies of their own. In some cases these are more comprehensive and are able to include additional detail that an agency may have.

Race of the driver is reported as observed or determined by the officer. There is no verification or reliance on other systems. The FBI maintains data standards for most law enforcement data collection. To be consistent with this and other reporting programs the race categories for this project were based on the FBI categories: white, black, Asian / Pacific Islander, Native American / Alaskan and other. However, to address the ethnicity concerns expressed in LB593 a category for Hispanic was included. While this is not a race, as described by the census, it is included this way for ease of reporting. There are many other categories that could potentially be of interest regarding ethnicity or national origin but the current system does not address those.

## 4. Data Reporting

The data included in this report reflects reports submitted for 2002 by 237 agencies and 218 in 2003. Data for 2,162,531 traffic stops were reported to the Crime Commission for this two year period. Data tables describe the race of the driver, the reason for the stop, the primary disposition or outcome of the stop and whether or not searches were conducted.

**While this data provides a good snapshot of traffic stops it must be noted that there are inherent limitations. Since only summary data is required to be collected and reported there is no way to track individual instances or get to a granular level of analysis available in other data sets. For instance, while we can say how many searches were conducted regarding Hispanic drivers we can not say how many of those stops started with a traffic violation as the reason for the stop or what the outcome of the stop actually was. However, the data does provide a valuable and interesting look at traffic stops and law enforcement activity that has not been available previously.**

Analysis of traffic stop data is far from simple nor is it even standardized. Many state and national studies have been conducted that attempt to discern instances of racial profiling. This is problematic in two basic ways: the nature of data collection and the need to extrapolate motivation, conscious or unconscious, on the part of law enforcement. The basic premise in any analysis is the attempt to discover instances that display disproportional activity across races. Analysis of traffic stop data can look at whether or not the drivers stopped reflect the general racial breakdown in society or the analysis can focus on how different races or groups were handled once the stop is made. Both are important to society and the management of a law enforcement agency.

Studies focusing on driver stop data often compare the data to the racial demographic of a particular community or state. This is problematic, in and of itself, since you could start with a variety of populations and demographics. Some studies compare stop data to the racial breakdown of the general population, of licensed drivers, of at risk drivers (say, those involved in accidents) or even to racial breakdown of drivers actually observed on an area's roads by people stationed in the field. All of these have problems and strengths but there is no agreed upon methodology or at risk populations or comparison groups.

Some studies observe what appears to them to be obvious disproportionality to make conclusions not supported by the available data. It is clear the Legislature and most interested parties to this study want to know if the data can determine whether the driver's race and/or ethnicity had an impact on the decision by law enforcement to make the stop. Unfortunately, it is not an easy question.

In order to assess whether race and/or ethnicity impacted the decision any study must exclude or control for factors other than race and/or ethnicity that might legitimately explain the stopping decision. For example, most jurisdictions disproportionately stop males. Does this indicate gender bias? Most would not jump to that conclusion because they can think of several factors other than bias that could explain the disproportionate stopping of male drivers. One possibility is that men drive more than women (a quantity factor). Another possibility is men violate traffic laws more often than women (a

quality factor). A third possibility is that more males drive in areas where police stopping activity tends to occur (the location factor). We do not know if these possibilities are true, but we must consider these other alternative explanations as causal. Unfortunately, we do not have the detailed traffic stop data that would allow a comprehensive research design that would rule out such other possibilities and therefore prohibits us from drawing definitive conclusions. We cannot say definitively whether there is or is not racial bias in traffic stops, we can only point to seeming disproportionality. In other words, it is not difficult to measure whether there is disparity between racial/ethnic groups in stops made by police; the difficulty comes in identifying the *causes* for the disparity and whether or not it is racial biased.

This report does not attempt any comparisons of the traffic stop data and drivers to various populations. Instead, the data is provided with comparisons about the processing of the stops. This is done within the limitations of the data itself. Observations are included with the data tables pointing out instances where there appears to be some instance of disproportionality within a category. For instance, less than 2% of all stops resulted in searches but over 6% of stops involving Hispanics had searches. In this example, as well as other situations, the information can not explain why there is disproportionality nor have we attempted to speculate on cause. The reason for this difference probably has many causes but the available data cannot adequately identify or explain those causes.

## **5. Allegations of Racial Profiling**

An allegation of racial profiling can originate in various ways. Sometimes a driver will make an accusation at the scene of the stop. Other times the driver, or even a passenger or related party, might contact the agency some time after the stop to make a complaint. An allegation can also come about from a non-traffic stop. Several of these were reported to the Crime Commission and included in this report.

These allegations are handled formally by the agency and standardized data is then submitted to the Crime Commission in compliance with LB593. One agency stated that they were unable to provide specific information concerning the disposition of allegations because of policy and the current Labor Agreement.

For 2002 the Crime Commission received 17 reports from six agencies of the public making allegations of racial profiling. Eight allegations from three of those same agencies were reported in 2003. Thirteen of the total allegations involved black drivers and seven involved Hispanic drivers. There was one general allegation of profiling against Native American drivers. Of the twenty-five allegations none involved a custodial arrest. Seven involved searches.

The agencies all conducted internal investigations and contacted the drivers and persons involved. In the thirteen cases where the result of the investigation was reported no agency reported the allegation to be valid; agencies stated officers followed policy or that there were circumstances which made the stop appropriate.

In the other twelve cases the agency stated that they were unable to disseminate specific information concerning the disposition of allegations because of policy and the current Labor Agreement. It must be

noted that this does not imply any particular outcome nor should any inference be made regarding the officer and the driver; it means that no information can be made available.

**Table 1 - Reported Allegations of Racial Profiling**

	2002	2003	2002+2003	
<b>Number of Allegations</b>	17*	8	25	* 3 reports dealt with citizen contact other than traffic stops
<b>Race of the Complainant</b>				
Black	9	4	13	
Hispanic	5	2	7	
White		1	1	Officer thought the driver was Black; the white driver stated that the officer's mistaken perception caused the stop.
Asian/Pacific Islander	2		2	
Unknown/Other	1	1*	2	* Complaint submitted by email alleging general profiling practiced against Native Americans in an area.
<b>Disposition</b>				
Officer Exonerated	7	3	10	
Insufficient Evidence	1		1	
Complaint not pursued by driver		2	2	
Unknown/NA	9	3	12	
<b>Number of Searches Conducted</b>	4	3	7	

## 1. Traffic Stop Data

- Tables are broken down by the race of the driver, as observed and reported by the officer.
- Percentages describe the portion of the race that was reported in a particular category.
- The occurrences of OTHER in tables will be from unusual circumstances or, more often, unreported data.
  
- Bullet points in subsequent tables point to some differences where a racial or ethnic category appears to be in marked contrast to activity for all drivers.
- Bullet points are typically for observations about the combined data for both years.
- Compared to the other categories there were relatively small numbers of Asians and Native Americans driving. This can make some variances look more dramatic.
  
- Law enforcement was required to report all stops involving motor vehicles.
- LB593 encompasses stops of a wide variety of contacts.
  
- Data was submitted by 237 agencies in 2002 and 218 in 2003.
- Not all agencies submitted data for all 8 quarters.
  
- *Table 1* describes the breakdown of the traffic stops in each of the reported years.

**Table 2 - All Reported Stops**

<b>All Traffic Stops Reported - Table 2</b>						
	<b>2002</b>		<b>2003</b>		<b>2002+2003</b>	
	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
Asian/Pacific Islander	5,275	0.5	6,458	0.6	11,733	0.5
Black	45,076	4.4	46,792	4.1	91,868	4.2
Hispanic	38,427	3.8	39,197	3.4	77,624	3.6
Native American/Alaskan	4,291	0.4	3,871	0.3	8,162	0.4
Other	10,711	1.1	3,091	0.3	13,802	0.6
White	911,884	89.8	1,047,458	91.3	1,959,342	90.6
<b>TOTAL</b>	<b>1,015,664</b>	<b>100</b>	<b>1,146,867</b>	<b>100</b>	<b>2,162,531</b>	<b>100</b>

<b>Traffic Stops Reported excluding NSP Carrier Enforcement Contacts - Table 2a</b>						
	<b>2002</b>		<b>2003</b>		<b>2002+2003</b>	
	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
Asian/Pacific Islander	4,470	0.8	4,396	0.9	8,866	0.9
Black	26,268	5.0	23,195	4.8	49,463	4.9
Hispanic	35,300	6.7	33,229	6.8	68,529	6.7
Native American/Alaskan	3,992	0.8	3,555	0.7	7,547	0.7
Other	2,961	0.6	2,930	0.6	5,891	0.6
White	456,885	86.2	418,144	86.1	875,029	86.2
<b>TOTAL</b>	<b>529,876</b>	<b>100.1</b>	<b>485,449</b>	<b>100</b>	<b>1,015,325</b>	<b>100</b>

- *Table 2* describes the racial breakdown of drivers for the traffic stops in each of the reported years.
- LB593 encompasses stops of a wide variety of contacts.
- Of note is that over 485,000 stops in 2002 and over 661,000 stops in 2003 that were reported by the NE State Patrol Carrier Enforcement Division. These can involve the Weigh Stations, commercial stops (for documentation or weighing) and similar activity. For some people the contacts by the Carrier Enforcement Division are not typical ‘traffic stops’ but they do meet the definitions of the legislation.
- When the stops by Carrier Enforcement are excluded from calculations there are still similar percentages and activity on this and other tables.
- *Table 2a* describes the breakdown of the traffic stops excluding those made by NSP’s Carrier

Enforcement Division in each of the reported years.

**Table 3(a,b,c) - Reason for the Stop**

- NOTE: percentages in the tables describe the portion of the race that was reported in a particular category.
- FOR INSTANCE: 81.3% of all stops involving Asian drivers in 2002 were for traffic violations.  
49.9% of all stops were for traffic code violations.

<b>Reason For the Stop - 2002 - Table 3a</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian/Pacific Islander	4,290	81.3	76	1.4	908	17.2	1	0.0
Black	24,677	54.7	689	1.5	19,707	43.7	3	0.0
Hispanic	33,441	87.0	813	2.1	4,149	10.8	24	0.1
Native American/Alaskan	3,339	77.8	161	3.8	775	18.1	16	0.4
Other	2,735	25.5	63	0.6	7,913	73.9	0	0.0
White	438,432	48.1	6,247	0.7	465,729	51.1	1,476	0.2
<b>TOTAL</b>	506,914	49.9	8,049	0.8	499,181	49.1	1,520	0.1

<b>Reason For the Stop - 2003 - Table 3b</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian/Pacific Islander	4,239	65.6	62	1.0	2,131	33.0	26	0.4
Black	22,133	47.3	448	1.0	24,211	51.7	0	0.0
Hispanic	31,605	80.6	609	1.6	6,960	17.8	23	0.1
Native American/Alaskan	3,184	82.3	97	2.5	589	15.2	1	0.0
Other	2,731	88.4	52	1.7	308	10.0	0	0.0
White	410,106	39.2	4,977	0.5	632,145	60.4	230	0.0
<b>TOTAL</b>	473,998	41.3	6,245	0.5	666,344	58.1	280	0.0

Reason For the Stop - 2002+2003 - Table 3c								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian/Pacific Islander	8,529	72.7	138	1.2	3,039	25.9	27	0.2
Black	46,810	51.0	1,137	1.2	43,918	47.8	3	0.0
Hispanic	65,046	83.8	1,422	1.8	11,109	14.3	47	0.1
Native American/Alaskan	6,523	79.9	258	3.2	1,364	16.7	17	0.2
Other	5,466	39.6	115	0.8	8,221	59.6	0	0.0
White	848,538	43.3	11,224	0.6	1,097,874	56.0	1,706	0.1
<b>TOTAL</b>	980,912	45.4	14,294	0.7	1,165,525	53.9	1,800	0.1

- Reason for the Stop indicates the primary reason that the traffic stop was initiated by the officer.
- Traffic Code Violations are the typical things people think of, such as speeding.
- The large proportion of OTHER as a reason for the stop is traceable to the stops involving Carrier Enforcement. These are typically made at the Weigh Stations as a result of necessary documentation checks or to weigh trucks.
- While less than 1% of all stops involved a criminal code violation over 3% of stops involving Native Americans were for criminal violations.

**Table 4(a,b,c) - Disposition of the Stop**

<b>Disposition of the Traffic Stop (Outcome) - 2002 - Table 4a</b>														
	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian/Pacific Islander	105	2.0	1,995	37.8	481	9.1	1,535	29.1	264	5.0	886	16.8	9	0.2
Black	4,266	9.5	11,491	25.5	3,104	6.9	5,485	12.2	1,090	2.4	19,523	43.3	117	0.3
Hispanic	2,475	6.4	15,211	39.6	4,021	10.5	9,600	25.0	3,350	8.7	3,636	9.5	134	0.3
Native American/Alaskan	329	7.7	1,501	35.0	368	8.6	1,131	26.4	409	9.5	539	12.6	14	0.3
Other	229	2.1	1,226	11.4	506	4.7	704	6.6	41	0.4	7,982	74.5	23	0.2
White	12,138	1.3	180,542	19.8	34,611	3.8	186,500	20.5	45,300	5.0	450,877	49.4	1,916	0.2
<b>TOTAL</b>	19,542	1.9	211,966	20.9	43,091	4.2	204,955	20.2	50,454	5.0	483,443	47.6	2,213	0.2

<b>Disposition of the Traffic Stop (Outcome) - 2003 - Table 4b</b>														
	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian/Pacific Islander	102	1.6	2,015	31.2	367	5.7	1,517	23.5	343	5.3	2,101	32.5	13	0.2
Black	4,235	9.1	9,868	21.1	2,850	6.1	4,643	9.9	1,239	2.6	23,692	50.6	265	0.6
Hispanic	2,521	6.4	14,605	37.3	2,859	7.3	9,280	23.7	3,463	8.8	6,290	16.0	179	0.5
Native American/Alaskan	266	6.9	1,384	35.8	274	7.1	1,077	27.8	495	12.8	365	9.4	10	0.3
Other	238	7.7	1,227	39.7	466	15.1	759	24.6	106	3.4	280	9.1	15	0.5
White	11,859	1.1	170,430	16.3	25,474	2.4	174,315	16.6	43,987	4.2	619,908	59.2	1,485	0.1
<b>TOTAL</b>	19,221	1.9	199,529	20.9	32,290	4.2	191,591	20.2	49,633	5.0	652,636	47.6	1,967	0.2

**Disposition of the Traffic Stop (Outcome) - 2002+2003 - Table 4c**

	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian/Pacific Islander	207	1.8	4,010	34.2	848	7.2	3,052	26.0	607	5.2	2,987	25.5	22	0.2
Black	8,501	9.3	21,359	23.2	5,954	6.5	10,128	11.0	2,329	2.5	43,215	47.0	382	0.4
Hispanic	4,996	6.4	29,816	38.4	6,880	8.9	18,880	24.3	6,813	8.8	9,926	12.8	313	0.4
Native American/Alaskan	595	7.3	2,885	35.3	642	7.9	2,208	27.1	904	11.1	904	11.1	24	0.3
Other	467	3.4	2,453	17.8	972	7.0	1,463	10.6	147	1.1	8,262	59.9	38	0.3
White	23,997	1.2	350,972	17.9	60,085	3.1	360,815	18.4	89,287	4.6	1,070,785	54.7	3,401	0.2
<b>TOTAL</b>	38,763	1.8	411,495	19.0	75,381	3.5	396,546	18.3	100,087	4.6	1,136,079	52.5	4,180	0.2

- These tables report the primary outcome of the stop. A traffic stop may result in a variety of outcomes.
- While less than 2% of stops resulted in arrest there were large variations by race.
- 9.3% of Blacks stopped were taken into custodial arrest.
- Hispanic and Native Americans were arrested more than 3 times as often as the overall population.
- In looking at the outcome of traffic stops it must be noted that almost one in fifty (1.8%) of the stops resulted in a custodial arrest. When the Carrier Enforcement stops are excluded this jumps to almost one in twenty-five.
- A custodial arrest is not done for only a traffic violation. Therefore, the stop could involve things such as a DUI arrest, a lack of identification, an outstanding warrant (discovered in a general license check) or some other criminal activity in the car or even by the occupants. However, the data is not detailed enough for us to know what specific violation caused a custodial arrest.

**Table 5 - Searches**

<b>Searches conducted as part of a Traffic Stop - Table 5</b>						
	<b>2002</b>		<b>2003</b>		<b>2002+2003</b>	
	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
Asian/Pacific Islander	142	2.7	101	1.6	243	2.1%
Black	1,513	3.4	1,064	2.3	2,577	2.8%
Hispanic	2,443	6.4	2,287	5.8	4,730	6.1%
Native American/Alaskan	192	4.5	185	4.8	377	4.6%
Other	171	1.6	63	2.0	234	1.7%
White	15,192	1.7	13,446	1.3	28,638	1.5%
<b>TOTAL</b>	<b>19,653</b>	<b>1.9</b>	<b>17,146</b>	<b>1.5</b>	<b>36,799</b>	<b>1.7%</b>

- Percentages are a percent of race of total stops made
- for instance, in 2002 1.7% of all traffic stops involving white drivers included searches
- Search counts do not include inventory arrests or those done incident to arrest. Instead they reflect searches done as part of the officer's processing of the traffic stop.
- Stops involving minority drivers more often resulted in searches being conducted compared to searches among all drivers.
- Hispanic driver stops were more than three and one half times as likely to result in a search than for the general population.
- Stops involving Native Americans were about two and a half times as likely to result in a search than for the general population.