

# Traffic Stops in Nebraska



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

November, 2005

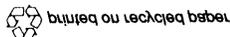
**Michael E. Behm**  
Executive Director  
Nebraska Crime Commission  
PO Box 94946  
Lincoln, NE 68509  
402-471-2194

**Michael Overton**  
Chief, Information Services Division

**Matthew Dicke**  
Analyst, Statistical Analysis Center

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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 third report on data submitted to the Nebraska Crime Commission. It includes traffic stops from 2002-2004.

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 internally to an agency, such as by officer or information about individual motor vehicle stops.

The data to be reported includes:

- The number of motor vehicle stops.
- The race or ethnicity of the person 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 motor vehicle 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, 224 agencies in 2003, and 214 agencies in 2004. Not all agencies submitted data for all 4 quarters.
- During 2002-2004, 1,511,141 traffic stops were reported to the Crime Commission. This excludes the traffic stops reported from the Nebraska State Patrol's Carrier Enforcement division. Traffic stops concerning the state weigh stations were excluded by LB1162.
- Although 1.4% of all stops involved a criminal code violation, 3.6% of all stops involving Native Americans were for criminal violations.
- About 4% of traffic stops resulted in custodial arrest. 18.6% of Blacks stopped were taken into custodial arrest.
- In 2004, stops that involved Hispanic and Native Americans were about twice as often to be arrested, and searched more than two times as often as the overall population.
- In 2004, stops that involved Blacks were about four times as often to be arrested than the overall population.
- Stops involving Blacks were more likely to be search than the general population, while Asian/Pacific islanders were less likely to be searched than 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.



## 0. Preface

Legislation passed by the Legislature and signed by the Governor (LB 1162, Ninety-Eighth Session) that extended the required period of reporting of data also included other actions. Included in the legislation was the creation of a Racial Profiling Advisory Committee. The committee is chaired by the Executive Director and includes representatives of the Fraternal Order of Police, the Nebraska County Sheriffs Association, the Police Officers Association of Nebraska, the American Civil Liberties Union, the Nebraska State Patrol, the AFL-CIO and the Police Chiefs Association of Nebraska.

The purpose of the committee is to advise the Executive Director of the Crime Commission relative to the reporting legislation. The committee met several times since the passage of the legislation. Additionally, several members participated in a conference conducted by the Police Executive Research Forum in conjunction with the US Department of Justice. It was titled “By the Numbers: How to Analyze Race Data from Vehicle Stops”. This conference brought together national researchers as well as state, local and federal practitioners and experts to discuss the collection and analysis of stop data. This was valuable in bringing together research and ideas.

The committee spent considerable time and effort discussing Nebraska’s approach to this effort as well as the findings included in the conference and related publications. The following bullet points were felt to be particularly relevant to Nebraska as we as a state and as local entities try and address this issue. Additional and related observations are also included within the report.

- Racial profiling is a serious allegation and issue that must be dealt with at an agency and individual level. Professional law enforcement is concerned about the issue and interaction with the public. Individuals may racially profile (as opposed to an agency) and they need to be dealt with in a professional matter that meets agency policy and responsibility as well as public expectations and rights.
- The collection of mandated summary data does not allow for the detailed analysis necessary to establish bias. The aggregate analysis and observations included in the report point to areas that would necessitate closer examination at the agency level. That detailed examination is outside the scope of the Commission’s mandate and resources.
- For a complete analysis within Nebraska there would need to be a much more detailed mandated data collection as well as resources provided for analysis. Detailed stop level data, as opposed to summary data, is the baseline for examining traffic stops. This detailed data collection has a significant cost as well as operational impact on law enforcement. There would also be a substantial impact on the Commission to collect, store and analyze more detailed data.
- It is the committee’s recommendation that the current reporting requirements be allowed to end.
- Detailed analysis at the agency level is best to determine bias. The onus and responsibility for this type of analysis should rest with law enforcement. An agency and community must cooperate in the examination of data and potential bias. It is critical to the problem and the perception of the problem that departments work with the minority community to find understanding and good practices.
- An agency examination of disparity to determine potential bias or racial profiling should include factors such as local demographics, agency policy and individual officer behavior.
- There is no absolute guideline that defines profiling or bias and, in particular, it is not merely a statistical or numerical observation. There are many factors to include.



## 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 third 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 reported 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 means 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 summary information, doing so increased costs and work.

In 2004, LB1162 created an amendment that changed the definition of a motor vehicle stop to exclude the stop of a motor truck, tractor-trailers or semitrailer at the state weighing stations. Therefore the Nebraska State Patrol’s Carrier Enforcement Division reported traffic stops have been excluded from this report.

### **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, 2005. Data for over 2.8 million traffic stops has been provided by state, local and tribal agencies to the Crime Commission for 2002-2004.

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. These studies may be more comprehensive providing a more detailed look at racial profiling specific to an agency.

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 Hispanic 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, 223 in 2003, and 212 in 2004. Data for 2,868,626 traffic stops were reported to the Crime Commission for this three 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.

Data by agency is available at the Crime Commission's website ([www.ncc.ne.gov](http://www.ncc.ne.gov)). It is recommended that agencies and others can examine a particular agency's or locale's data to assess or examine disparities such as those pointed out in this report. Again, it must be noted that any observed disparities are just that: disparities. In and of themselves they do not prove bias or instances of racial profiling. However, they can and should point to areas that agencies can look at more closely. This would and could also include a breakdown of the population base those stops encompass.

## **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 originate from a non-traffic stop.

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 2004 the Crime Commission received six reports from four agencies of the public making allegations of racial profiling. An additional report for 2003 was received. Of the thirty-two total allegations during 2002-2004, none involved a custodial arrest and nine involved searches.

The agencies all conducted internal investigations and contacted the drivers and persons involved when possible. During 2002-2004, no agency reported the allegation to be valid; agencies stated officers followed policy or that there were circumstances which made the stops appropriate.

There were 16 cases reported in which 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 simply means that no information can be made available.

**Allegations of Racial Profiling Reported to the Crime Commission**

	2002	2003	2004	2002-2004	
<b>Number of Allegations</b>	17*	9	6	32	* 3 reports dealt with citizen contact other than traffic stops
<b>Race of the Complainant</b>					
Asian/Pacific Islander	2			2	
Black	9	5	5	20	
Hispanic	5	2		7	
Native American/Alaskan			1	1	
White		1		1	
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	3	13	
Insufficient Evidence	1			1	
Complaint not pursued by driver		2		2	
Unknown/NA	9	4	3	16	
<b>Search Unknown</b>					
<b>Searches Conducted</b>	4	3	2	9	

## 1. Traffic Stop Data

The traffic stop data is required to be submitted from the Nebraska State Patrol, the county sheriffs, all city and village police departments, and other law enforcement agencies. In 2004, an amendment was made that excluded traffic stops made at the state weigh stations from being reported.

For this report the traffic stop activity reported by the Nebraska State Patrol's Carrier Enforcement Division will be excluded. This report and the data tables will therefore reflect a total of 1,511,141 traffic stops made from 2002-2004.

If weigh station stops were included then, from 2002-2004, there were 2,869,342 traffic stops. These stops had been included in earlier reports published by the Crime Commission.

Please note the following concerning the traffic stop data tables:

- The tables are broken down by the race of the driver, as observed and reported by the officer.
- All the tables exclude the data reported from the Nebraska State Patrol's Carrier Enforcement Division. The Nebraska State Patrol Carrier Enforcement Division involves stops at Weigh Stations, commercial stops (for documentation or weighing) and similar activity.
- 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. These points are simply observations from the data evident in the tables. The disparities can point to the need for closer examination.
- Bullet points are observations about disparities in the combined data for all three years unless otherwise stated.
- Compared to the other categories there are relatively small numbers of Asians and Native Americans traffic stops. This can make some variances in the percentage appear more dramatic due to a small number of traffic stops when compared to other categories.
- Data by agency is available at the Crime Commission's website ([www.ncc.ne.gov](http://www.ncc.ne.gov)).

**Table 1 - All Reported Stops**

<b>Traffic Stops Reported - Table 1</b>								
	<b>2002</b>		<b>2003</b>		<b>2004</b>		<b>Total</b>	
	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
Asian/Pacific Islander	4,490	0.8	4,485	0.9	4,840	1.0	13,815	0.9
Black	26,241	5.0	23,326	4.7	23,131	4.7	72,698	4.8
Hispanic	35,245	6.7	34,302	6.9	33,238	6.8	102,785	6.8
Native American/Alaskan	3,959	0.7	3,652	0.7	3,909	0.8	11,520	0.8
Other	2,951	0.6	2,956	0.6	3,104	0.6	9,011	0.6
White	455,549	86.2	426,487	86.1	419,276	86.0	1,301,312	86.1
<b>TOTAL</b>	<b>528,435</b>	<b>100</b>	<b>495,208</b>	<b>100</b>	<b>487,498</b>	<b>100</b>	<b>1,511,141</b>	<b>100</b>

## NOTE:

- The percentage of traffic stops for a particular race category have remained relatively the same. There is a less than 0.4% variations in the number of traffic stops per race category from all three years for 2002-2004.

**Table 2 - Reason for the Stop**

- The percentages in the tables describe the portion of the race that was reported in a particular category. For example: 95.7% of all stops involving Asian drivers in 2002 were for traffic code violations. 94.5% of all stops were for traffic code violations.

<b>Reason For the Stop - 2002 - Table 2a</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian/Pacific Islander	4,298	95.7	76	1.7	115	2.6	1	0.0
Black	24,539	93.5	687	2.6	1,012	3.9	3	0.0
Hispanic	33,202	94.2	811	2.3	1,208	3.4	24	0.1
Native American/Alaskan	3,302	83.4	161	4.1	480	12.1	16	0.4
Other	2,725	92.3	63	2.1	163	5.5	0	0.0
White	431,406	94.7	6,218	1.7	16,449	3.6	1,476	0.3
<b>TOTAL</b>	499,472	94.5	8,016	1.5	19,427	49.1	1,520	0.3

<b>Reason For the Stop - 2003 - Table 2b</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian/Pacific Islander	4,298	95.8	62	1.4	99	2.2	26	0.6
Black	22,004	94.3	451	1.9	871	3.7	0	0.0
Hispanic	32,274	94.1	627	1.8	1,368	4.0	33	0.1
Native American/Alaskan	3,252	89.0	99	2.7	299	8.2	2	0.1
Other	2,742	92.8	51	1.7	163	5.5	0	0.0
White	408,398	95.8	5,106	1.2	12,683	3.0	300	0.1
<b>TOTAL</b>	472,968	95.5	6,396	1.3	15,483	3.1	361	0.1

<b>Reason For the Stop - 2004 - Table 2c</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian/Pacific Islander	4,696	97.0	59	1.2	86	1.8	0	0
Black	21,889	94.6	461	2.0	769	3.3	12	0.1
Hispanic	31,326	94.2	489	1.5	1,395	4.2	29	0.1
Native American/Alaskan	3,439	88.8	156	4.0	251	6.5	63	1.6
Other	2,896	93.3	43	1.4	165	5.3	0	0.0
White	400,066	95.4	4,828	1.2	13,727	3.3	655	0.2
<b>TOTAL</b>	464,312	95.2	6,036	1.2	16,393	3.4	759	0.2

<b>Reason For the Stop - 2002-2004 - Table 2d</b>								
	Traffic Code Violation		Criminal Code Violation		Other		Unknown	
	#	%	#	%	#	%	#	%
Asian/Pacific Islander	13,292	96.2	197	1.4	300	2.2	27	0.2
Black	68,432	94.1	1,599	2.2	2,652	3.6	15	0.0
Hispanic	96,802	94.2	1,927	1.9	3,971	3.9	86	0.1
Native American/Alaskan	9,993	86.7	416	3.6	1,030	9.0	81	0.7
Other	8,363	92.8	157	1.7	491	5.4	0	0.0
White	1,239,870	95.3	16,152	1.2	42,859	3.3	2,431	0.2
<b>TOTAL</b>	1,436,752	95.1	20,448	1.4	51,303	3.4	2,640	0.2

NOTE:

- Reason for the Stop indicates the primary reason that the traffic stop was initiated by the officer. A traffic stop may include more than one reason.
- Traffic Code Violations are the typically thought of traffic violations such as speeding.
- While less than 1.4% of all stops involved a criminal code violation 3.6% of stops involving Native Americans were for criminal violations.

**Table 3 - Disposition of the Stop**

<b>Disposition of the Traffic Stop (Outcome) - 2002 - Table 3a</b>														
	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian/Pacific Islander	105	2.3	1,961	43.7	492	11.0	1,527	34.0	252	5.6	144	3.2	9	0.2
Black	4,265	16.3	10,946	41.7	3,102	11.8	5,434	20.7	986	3.8	1,393	5.3	115	0.4
Hispanic	2,471	7.7	14,675	41.6	4,015	11.4	9,541	27.1	3,193	9.1	1,229	3.5	121	0.3
Native American/Alaskan	328	8.3	1,468	37.1	356	9.0	1,128	28.5	405	10.2	260	6.6	14	0.4
Other	229	7.8	1,223	41.4	504	17.1	699	23.7	40	1.4	237	8.0	19	0.6
White	12,091	2.7	166,534	36.6	34,668	7.6	183,725	40.3	40,668	8.9	15,945	3.5	1,918	0.4
<b>TOTAL</b>	19,489	3.7	196,807	37.2	43,137	8.2	202,054	38.2	45,544	8.6	19,208	3.6	2,196	0.4

<b>Disposition of the Traffic Stop (Outcome) - 2003 - Table 3b</b>														
	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian/Pacific Islander	101	2.3	1,991	44.4	387	8.6	1,529	34.1	327	7.3	137	3.1	13	0.3
Black	4,225	18.1	9,232	39.6	2,877	12.3	4,571	19.3	1,064	4.6	1,092	4.7	265	1.1
Hispanic	2,591	7.6	14,482	42.2	3,040	8.9	9,388	27.4	3,384	9.9	1,238	3.6	179	0.5
Native American/Alaskan	271	7.4	1,416	38.8	289	7.9	1,082	29.6	495	13.6	89	2.4	10	0.3
Other	240	8.1	1,198	40.5	471	15.9	768	26.0	100	3.4	164	5.5	15	0.5
White	12,191	2.9	156,954	36.8	26,604	6.2	173,574	40.7	40,266	9.4	15,409	3.6	1,489	0.3
<b>TOTAL</b>	19,619	4.0	185,273	37.4	33,668	6.8	190,912	38.6	45,636	9.2	18,129	3.7	1,971	0.4

**Disposition of the Traffic Stop (Outcome) - 2004 - Table 3c**

	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian/Pacific Islander	206	4.3	1,921	39.7	413	8.5	1,793	37.1	375	7.8	104	2.1	28	0.6
Black	5,016	21.7	8,104	35.0	2,622	11.3	4,970	21.5	1,272	5.5	936	4.0	211	0.9
Hispanic	3,108	9.4	13,253	39.9	3,191	9.6	9,064	27.3	2,990	9.0	1,315	4.0	317	1.0
Native American/Alaskan	396	10.1	1,513	38.7	344	8.8	1,039	26.6	435	11.1	162	4.1	20	0.5
Other	408	13.1	1,176	37.9	511	16.5	761	24.5	49	1.6	182	5.9	17	0.5
White	13,512	3.2	147,861	35.3	28,646	6.8	173,572	41.4	39,835	9.5	14,707	3.5	1,143	0.3
<b>TOTAL</b>	<b>22,646</b>	<b>4.6</b>	<b>173,828</b>	<b>35.7</b>	<b>35,727</b>	<b>7.3</b>	<b>191,199</b>	<b>39.2</b>	<b>44,956</b>	<b>9.2</b>	<b>17,406</b>	<b>3.6</b>	<b>1,736</b>	<b>0.4</b>

**Disposition of the Traffic Stop (Outcome) - 2002-2004 - Table 3d**

	Custodial Arrest		Ticket		Verbal Warning		Written Warning		Defect Card		No Action		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Asian/Pacific Islander	412	3.0	5,873	42.5	1,292	9.4	4,849	35.1	954	6.9	385	2.8	50	0.4
Black	13,506	18.6	28,282	38.9	8,601	11.8	14,975	20.6	3,322	4.6	3,421	4.7	591	0.8
Hispanic	8,170	7.9	42,410	41.3	10,246	10.0	27,993	27.2	9,567	9.3	3,782	3.7	617	0.6
Native American/Alaskan	995	8.6	4,397	38.2	989	8.6	3,249	28.2	1,335	11.6	511	4.5	44	0.4
Other	877	9.7	3,597	39.9	1,486	16.5	2,228	24.7	189	2.1	583	6.5	51	0.6
White	37,794	2.9	471,349	36.2	89,918	6.9	530,871	40.8	120,769	9.3	46,061	3.5	4,550	0.3
<b>TOTAL</b>	<b>61,754</b>	<b>4.1</b>	<b>555,908</b>	<b>36.8</b>	<b>112,532</b>	<b>7.4</b>	<b>584,165</b>	<b>38.7</b>	<b>136,136</b>	<b>9.0</b>	<b>54,743</b>	<b>3.6</b>	<b>5,903</b>	<b>0.4</b>

NOTE:

- The Disposition of the Traffic Stop reports the primary outcome of the stop. A traffic stop may result in a variety of outcomes.
- While about 4.1% of stops resulted in custodial arrest there were large variations by race.
- 18.6% of Blacks stopped were taken into custodial arrest, compared to 4.1% of the general population.
- Hispanic and Native Americans were arrested about 2 times as often as the general population.
- Whites were arrested almost 3% of the time, less often than the general population.
  
- 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.
  
- Blacks and Hispanics were issued warnings at rates much lower than the rate of Whites.

**Table 4 - Searches**

Searches conducted as part of a Traffic Stop - Table 4								
	2002		2003		2004		2002-2004	
	#	%	#	%	#	%	#	%
Asian/Pacific Islander	139	3.1	96	2.1	105	2.2	340	2.5
Black	1,472	5.6	1,079	4.6	1,066	4.6	3,617	5.0
Hispanic	2,428	6.9	2,351	6.9	2,023	6.1	6,802	6.6
Native American/Alaskan	190	4.8	209	5.7	297	7.7	696	6.1
Other	169	5.7	61	2.1	69	2.2	299	3.3
White	14,899	3.3	13,683	3.2	12,968	3.1	41,550	3.2
<b>TOTAL</b>	19,297	3.7	17,479	3.5	16,528	3.4	53,304	3.5

**NOTE:**

- Percentages are a percent of race of total stops made. For example in 2004, 3.1% of all traffic stops involving white drivers included searches conducted.
- 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 Black, Hispanic or Native American / Alaskan Natives more often resulted in searches being conducted compared to searches among all drivers.
- Stops involving Hispanics and Native American / Alaskan Natives were almost two times as likely to result in a search than for the general population.
- Blacks were approximately 1 ½ times as likely to be searched as Whites or the overall population.
- Asians were searched less frequently than other groups.