

**QUINCY POLICE DEPARTMENT
REPORT ON PRELIMINARY FINDINGS
FROM RACIAL PROFILING STATISTICS
CALENDAR YEAR 2006**

**By
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INTRODUCTION

This report is a summary and findings of the racial profiling statistics for the Quincy Police Department from the calendar year 2006. These statistics were kept in compliance with Illinois law. For the second year in a row, there is an improvement over the prior year's statistics in the area of overall stops compared to the demographics of our community. In my opinion, as with the previous two years, the review of these statistics shows no indication of bias based policing practices by the department or its officers.

2006 is the third year of what was originally a four-year statewide study of traffic stops to collect data to identify racial bias. Legislative changes have extended the study through 2010. In accordance with Illinois law, every officer was required to record certain statistical information on every vehicle stop for alleged violations of the Illinois Vehicle Code (IVC) or similar City Ordinance. The statistical information recorded includes, but is not limited to, the race of the driver, the reason for the stop (moving violation, equipment violation, license violation), the disposition of the stop (citation/notice of violation, written warning, verbal warning), and search information of the driver and/or vehicle. Specific to searches, the statistics include: 1) whether or not a search was conducted on the driver and/or vehicle, 2) the type of search (Consent, Reasonable Suspicion, Probable Cause, Incident to Arrest, Custodial Arrest, Drug Dog Alert, or Other), 3) whether or not contraband was found during the search. The statistical information is electronically submitted to the Illinois Department of Transportation (IDOT).

Each year Northwestern University publishes a statewide report based on the statistics collected and submitted by all law enforcement agencies in Illinois. In 2004 Northwestern University set a benchmark for the minority population of each Illinois city and county based on census figures of the population fifteen years of age and older. The minority benchmark for Quincy, set at 5.49%, is used for the 2006 statewide report as well.

The report that I have prepared provides what I have termed "preliminary findings." It is based on the Quincy Police Department records of the statistics that we submitted to IDOT.

This report provides statistical information on the race of drivers stopped, the reason the drivers were stopped, the disposition of each stop, the reasons each vehicle and/or driver was searched, and the frequency of contraband found on searches. These statistics are then compared to the racial makeup of Quincy. I compared the Minority/Caucasian breakdown of all the stops with the benchmark set by Northwestern University in 2004 and then the breakdown by specific race with our census figures for each race. I also compared the racial breakdown of the stops by beat. I made the same comparisons with the minority and specific racial breakdown of the reasons for all the stops as well.

The most important comparisons made were for what actions officers took during the stop, which more presumably could be based on racial bias. Therefore, I made comparisons between the minority and race breakdown of stop dispositions and various search information and the minority benchmark and census figures, respectively.

Statistical information from each individual officer was analyzed. I looked for any abnormalities between the officer's stops and/or follow up action and the minority/racial population figures. Obviously, the work and district assignment of the officers were taken into consideration.

Finally, I made comparisons of our department's 2006 statistics with the 2006 statewide statistics that will be released in the Northwestern University report. In reviewing the statewide statistics, for the third year in a row I found discrepancies between their numbers and ours. While the state has consistently been unable to explain the reason for the discrepancies, it appears that they are due to submission glitches and once again are minimal. It is important to note that the numbers reflected in this report are more accurate than those in the statewide report. I am pleased to report that it does appear for the calendar year 2007 this problem has been rectified. In comparing 2007 year-to-date statistics there is very little difference between our records and the state's.

I would like to once again commend the officers of the Quincy Police Department for their hard work and commitment. During 2006 our department continued its refocused efforts in Traffic Safety. The continued refocusing accompanied by the addition of funding resources that allowed us to conduct traffic enforcement above and beyond that of our regularly scheduled officers resulted in increased overall stop statistics. Overall traffic stops increased by 2.38% and citations increased by 19.87%; meanwhile, vehicle and driver searches decreased by 15.65% and 14.75% respectively.

I would also like to again commend Quincy Police Department Records Supervisor Susan Vahlkamp. Ms. Vahlkamp is responsible for compiling the department's statistics and submitting them to IDOT. She also assists in reviewing the statistics and preparing this report. Ms. Vahlkamp once again did an outstanding job, despite the increase of activity by our officers.

STANDARDS

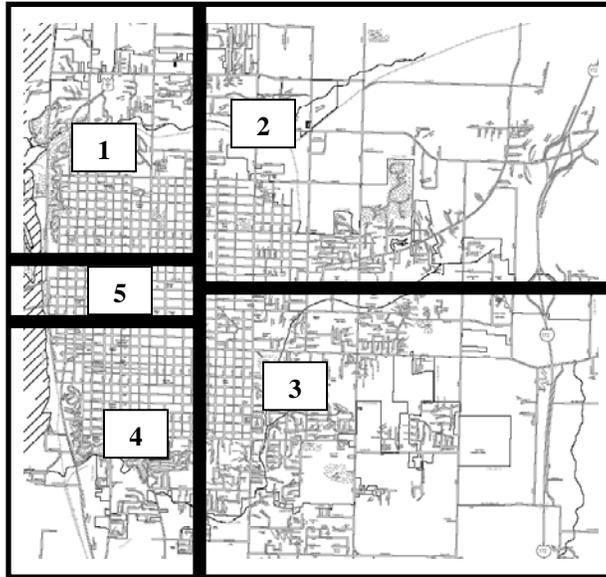
At the onset of this study in 2004, Northwestern University set a benchmark for the minority population (all inclusive) of each Illinois city and county based on census figures of the population fifteen years of age and older. This original benchmark set for Quincy, which we once again used, is 5.49%. The 2000 census figures were again used for the individual races were as follows: Caucasian – 37,550 (93%), African American – 1,879 (5%), Hispanic – 381 (1%), Other – 443 (1%).

Quincy 2000 Census Figures			
Caucasian	African American	Hispanic	Other
37,550	1,879	381	443
93%	5%	1%	1%

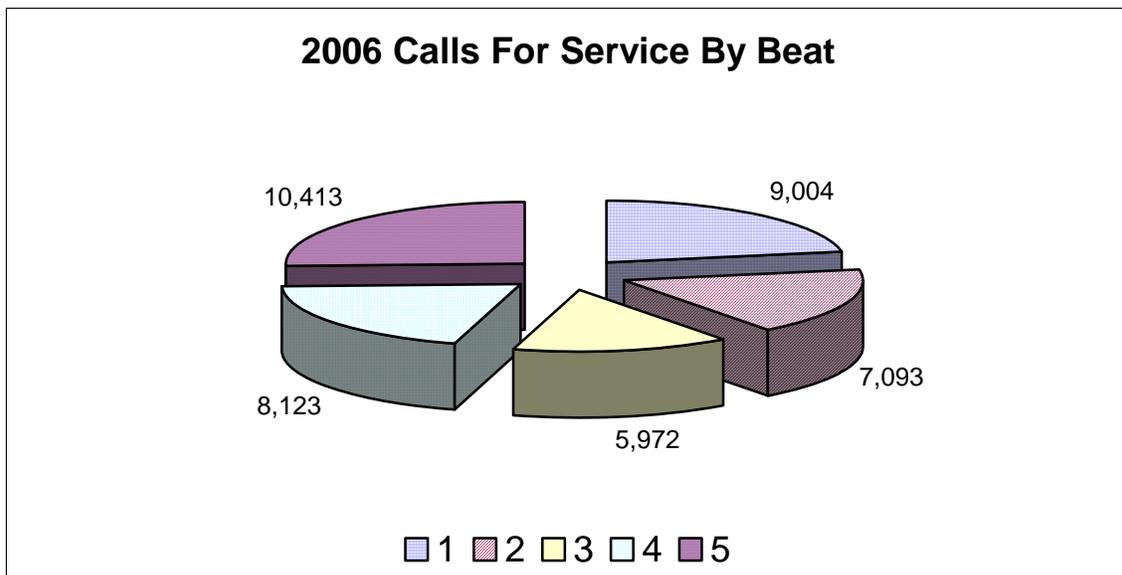
Quincy Police Officers submitted written statistical information for every traffic stop during calendar year 2006. For the purposes of this review, “traffic stop” is defined as stopping a vehicle for an alleged Illinois Vehicle Code (IVC) or similar City Ordinance violation. Vehicle stops for criminal investigative reasons were not included. Violator contacts due to traffic crashes were not included. Recording of statistics was required regardless of the disposition of the traffic stop.

The statistical information collected is as follows: driver’s identifying information, vehicle information, driver’s race (Caucasian, African American, Native American/Alaskan, Hispanic, Asian/Pacific Islander), driver’s sex, reason for the stop (moving violation, equipment violation, license violation), type of moving violation (speed, lane violation, seat belt, traffic sign/signal, following too close, other), disposition of the stop (citation/NOV, written warning, verbal warning), location of the stop (by beat), type of roadway (interstate, US highway, state highway, county/township road, city road), whether a search was conducted (driver, passengers, vehicle), the type of search (consent, reasonable suspicion, probable cause, incident to arrest, custodial arrest, drug dog alert, other), and whether or not contraband was found in the search.

For patrol and response purposes, the city of Quincy is divided into five beats. The current beat structure was developed in the mid 1990’s. The structure and boundaries are based on calls for service. Calls for Service are police responses to complaints and requests from citizens. They do not include activity initiated by the officers themselves. The boundaries of the five beats are as follows: Beat 1 – Oak Street north to city limits/18th Street west to the Mississippi River, Beat 2 – Broadway north to city limits/18th Street east to city limits, Beat 3 – Broadway south to city limits/18th Street east to city limits, Beat 4 – York Street south to city limits/18th Street west to the Mississippi River, Beat 5 – York Street north to Oak Street/18th Street west to the Mississippi River.



In 2006 the Quincy Police Department responded to a total of 40,605 calls for service. The largest percentage of calls was in Beat 5 (25.64%), followed by Beat 1 (22.17%), Beat 4 (20.00%), Beat 2 (17.47%) and finally Beat 3 (14.71%).



Total Calls for Service by Beat – 2006					
Beat 1	Beat 2	Beat 3	Beat 4	Beat 5	Total
9,004	7,093	5,972	8,123	10,413	40,605
Percentage of Calls for Service by Beat – 2006					
Beat 1	Beat 2	Beat 3	Beat 4	Beat 5	Total
22.17%	17.47%	14.71%	20.00%	25.64%	100%

Comparing the calls for service statistics to 2005, 2006 saw a 0.27% decrease of calls for service from 40,713 to 40,605. While Beat 1 saw a 10.96% decrease, Beat 5 had an increase of 2.34%. Beats 1 and 5 remain the most active and resource demanding of the city. Beat 5 continues to be the area with the most calls for service. The percentage of calls for service in the western half of the city remains fairly constant at 67.81%, as does the combined percentage for Beats 1 and 5 at 47.81%.

Among other things, the percentage of calls for service by Beat is used in the assignment of police manpower. As you can see the beats covering the western portion of the city (Beats 1, 4 and 5) continue to require the most police resources. Beats 1 and 5 (York Street north and 18th Street west) are especially demanding, making up nearly half of the calls for the entire city. Except when special events dictate otherwise, extra manpower (the number of officers in excess of the number of beats) is assigned primarily to the western portion of Quincy, and specifically Beats 1 and 5.

2006 STATISTICS

Total Stop Comparisons

In all, our officers recorded statistics for a total of 7,453 traffic stops during calendar year 2006. The racial breakdown of these stops by number and percent of the total stops was: Caucasian – 6,735 (90.37%) and Minority – 718 (9.63%). The Minority stops are broken down by race as follows: African American – 628 (8.43%), Hispanic – 40 (.54%), Asian/Pacific Islander – 47 (.63%), and Native American/Alaskan – 3 (.03%).

Obviously, among the 7,453 recorded stops there were drivers who were repeat offenders and stopped more than once. The total number of recorded individuals stopped was 6,220. The racial breakdown of individuals stopped by number and percent was: Caucasian – 5,658 (90.96%) and Minority – 562 (9.04%). The minority breakdown by specific race was: African American – 458 (7.80%), Hispanic – 36 (0.59%), Asian/Pacific Islander – 38 (0.61%), and Native American/Alaskan – 3 (0.05%).

Specifically, 15.99% (1,077) of the 6,735 Caucasian stops were duplicate drivers. Of the 628 African American stops, 27.07% (170) were duplicates. Of the 40 Hispanic stops, 10.00% (4) were duplicates. Of the 47 Asian/Pacific Islander stopped, 19.15% (9) were duplicates. Finally, none of the 3 Native American/Alaskan drivers stopped were duplicates.

Stops by Beat

As one could expect, the total traffic stops were spread throughout all five beats of the city. The beat breakdown of the stops by number and percent of total stops was: Beat 1 – 1,365 (18.31%), Beat 2 – 1,295 (17.38%), Beat 3 – 1,324 (17.76%), Beat 4 – 1,226 (16.45%), and Beat 5 – 2,243 (30.10%). To a large extent, the stop statistics mirror the calls for service, with 64.86% of all stops being made in the western portion of Quincy, and again specific to Beats 1 and 5 (48.41%).

The total 7,453 recorded stops broken down by beat as above were then broken down by race in each beat.

Beat	Caucasian	Minority	African American	Hispanic	Asian/ Pacific Islander	Native American/ Alaskan	Total for Beat
Beat 1	1,141	224	210	8	6	0	1,365
Beat 2	1,195	100	80	7	11	2	1,295
Beat 3	1,241	83	65	10	8	0	1,324
Beat 4	1,133	93	87	4	2	0	1,226
Beat 5	2,025	218	186	11	20	1	2,243
Total	6,735	718	628	40	47	3	7,453

These numbers can show us the percentage of each race stopped in each beat, or the racial breakdown of stops in an area. The breakdown of the total stops in each beat by race was:

Beat 1: Caucasian – 83.59%, Minority – 16.41%, African American – 15.38%, Hispanic – 0.59%, Asian/Pacific Islander – 0.44%, Native American/Alaskan – 0.00%.

Beat 2: Caucasian – 92.28%, Minority – 7.72%, African American – 6.18%, Hispanic – 0.54%, Asian/Pacific Islander – 0.85%, Native American/Alaskan – 0.15%.

Beat 3: Caucasian – 93.73%, Minority – 6.27%, African American – 4.91%, Hispanic – 0.76%, Asian/Pacific Islander – 0.60%, Native American/Alaskan – 0.00%.

Beat 4: Caucasian – 92.44%, Minority – 7.59%, African American – 7.10%, Hispanic – 0.33%, Asian/Pacific Islander – 0.16%, Native American/Alaskan – 0.00%.

Beat 5: Caucasian – 90.28%, Minority – 9.72%, African American – 8.29%, Hispanic – 0.49%, Asian/Pacific Islander – 0.89%, Native American/Alaskan – 0.04%.

These numbers can also give us the breakdown of each race by beat, or the percentages of where each race was stopped. The breakdown of the total stops of each race by beat was:

Caucasian: Beat 1 – 16.94%, Beat 2 – 17.74%, Beat 3 – 18.43%, Beat 4 – 16.82%, Beat 5 – 30.07 %.

Minority: Beat 1 – 31.20%, Beat 2 – 13.93%, Beat 3 – 11.56%, Beat 4 – 12.95%, Beat 5 – 30.36%.

African American: Beat 1 – 33.44%, Beat 2 – 12.74%, Beat 3 – 10.35%, Beat 4 – 13.85%, Beat 5 – 29.62%.

Hispanic: Beat 1 – 20.00%, Beat 2 – 17.50%, Beat 3 – 25.00%, Beat 4 – 10.00%, Beat 5 – 27.50%.

Asian/Pacific Islander: Beat 1 – 12.77%, Beat 2 – 23.40%, Beat 3 – 17.02%, Beat 4 – 4.26%, Beat 5 – 42.55%.

Native American/Alaskan: Beat 1 – 0.00%, Beat 2 – 66.67%, Beat 3 – 00.00%, Beat 4 – 0.00%, Beat 5 – 33.33%.

Stop Rationale Comparisons

For each stop recorded, the officers indicated the rationale for the stop. The rationale was broken down to three reasons: Moving Violation, Equipment Violation and License Violation.

Reason For Stop	Caucasian	Minority	African American	Hispanic	Asian/Pacific Islander	Native American/Alaskan	Total
Moving Violation	4,382	423	366	21	35	1	4,805
Equipment Violation	1,700	211	191	11	9	0	1,911
License Violation	653	84	71	8	3	2	737
Total	6,735	718	628	40	47	3	7,453

As with the stops by beat, these numbers can be looked at two ways. First we can show the percentage of race by stop rationale. The breakdown of the total for each rationale by race was:

Moving Violation: Caucasian – 91.20%, Minority – 8.80%, African American – 7.62%, Hispanic – 0.44%, Asian/Pacific Islander – 0.72%, Native American/Alaskan – 0.02%.

Equipment Violation: Caucasian – 88.96%, Minority – 11.04%, African American – 9.99%, Hispanic – 0.58%, Asian/Pacific Islander – 0.47%, Native American/Alaskan – 0.00%.

License Violation: Caucasian – 88.60%, Minority – 11.40%, African American – 9.63%, Hispanic – 1.09%, Asian/Pacific Islander – 0.41%, Native American/Alaskan – 0.27%.

More importantly, these numbers can also show us the percentage of stop rationale by race. The breakdown of the total stops of each race by rationale was:

Caucasian: Moving Violation – 65.06%, Equipment Violation – 25.24%, License Violation – 9.70%.

Minority: Moving Violation – 58.91%, Equipment Violation – 29.39%, License Violation – 11.70%.

African American: Moving Violation – 58.28%, Equipment Violation – 30.41%, License Violation – 11.31%.

Hispanic: Moving Violation – 52.50%, Equipment Violation – 27.50%, License Violation – 20.00%.

Asian/Pacific Islander: Moving Violation – 74.47%, Equipment Violation – 19.15%, License Violation – 6.38%.

Native American/Alaskan: Moving Violation – 33.33%, Equipment Violation – 0.00%, License Violation – 66.67%.

Stop Disposition Comparisons

Once each vehicle was stopped, there were three potential dispositions: Citation/NOV, Written Warning, and Verbal Warning. Enforcement action is for the most part at the discretion of the officer. Obviously, the officer must either write the driver a citation or notice of violation (NOV's are used for minor equipment violations cited under City Code.), issue the driver a written warning, or just verbally warn the driver. No matter the action taken, officers recorded the disposition with their statistics. It should be noted that the Northwestern report refers to verbal warnings as "false stops". This title has nothing to do with the legality of the stop. The term is used because in the case of verbal warnings there is no other written documentation to support the Racial Profiling Form as in the case of a citation/NOV or written warning. Following review of the 2005 statistics, I again directed our officers to drastically reduce the number of Verbal Warnings. This year they responded with a 69.43% reduction in Verbal Warnings, only issuing 59 as compared to 193 in 2005.

Disposition	Caucasian	Minority	African American	Hispanic	Asian/Pacific Islander	Native American/Alaskan	Total
Citation	2,922	299	256	23	20	0	3,221
Written Warning	3,757	416	369	17	27	3	4,173
Verbal Warning	56	3	3	0	0	0	59
Total	6,735	718	628	40	47	3	7,453

Once again, these numbers can be looked at two ways. First we can show the percentage of race by disposition. The breakdown of the total for each disposition by race was:

Citation/NOV: Caucasian – 90.72%, Minority – 9.28%, African American – 7.95%, Hispanic – 0.71%, Asian/Pacific Islander – 0.62%, Native American/Alaskan – 0.00%.

Written Warning: Caucasian – 90.03%, Minority – 9.97%, African American – 8.84%, Hispanic – 0.41%, Asian/Pacific Islander – 0.65%, Native American/Alaskan – 0.07%.

Verbal Warning: Caucasian – 94.92%, Minority – 5.08%, African American – 5.08%, Hispanic – 0.00%, Asian/Pacific Islander – 0.00%, Native American/Alaskan – 0.00%.

More importantly, these numbers can also show us the percentage of stop rationale by race. The breakdown of the total stops of each race by disposition was:

Caucasian: Citation/NOV – 43.39%, Written Warning – 55.78%, Verbal Warning – 0.83%.

Minority: Citation/NOV – 41.64%, Written Warning – 57.94%, Verbal Warning – 0.42%.

African American: Citation/NOV – 40.76%, Written Warning – 58.76%, Verbal Warning – 0.48%.

Hispanic: Citation/NOV – 42.50%, Written Warning – 57.50%, Verbal Warning – 0.00%.

Asian/Pacific Islander: Citation/NOV – 42.55%, Written Warning – 57.45%, Verbal Warning – 0.00%.

Native American/Alaskan: Citation/NOV – 0.00%, Written Warning – 100.00%, Verbal Warning – 0.00%.

Search Comparisons

During the course of a vehicle stop, an officer may have the occasion to search the driver, the vehicle, or both. Of the total 7,453 recorded stops, vehicle searches were conducted on 690 stops (9.26%) and driver searches were conducted on 636 stops (8.53%). Obviously there are more vehicle searches than driver searches, the primary reason being if the driver was not under custodial arrest and nothing was found in the vehicle, than the driver would in many cases not be searched.

Of the 690 vehicles searched, 559 (81.01%) were driven by Caucasians and Minorities drove 131 (18.99%). Specifically, 120 (17.39%) were driven by African Americans, 8 (1.16%) were driven by Hispanics, 3 (0.44%) were driven by Asian/Pacific Islanders and Native American/Alaskans drove none of them.

Of the 6,735 vehicles stopped that had Caucasian Drivers, 8.30% were searched. Of the 718 vehicles stopped that had Minority drivers, 18.25% were searched. Likewise, 19.11% of the 628 vehicles stopped that had African American drivers were searched, as were 20.00% of the 40 Hispanic vehicles, 6.38% of the 47 Asian/Pacific Islander vehicles and, as previously mentioned, none of the 6 Native American/Alaskan vehicles stopped were searched.

Of the 636 drivers searched, 512 (80.50%) were Caucasian and 124 (19.50%) were Minority. Specifically, 115 (18.08%) were African American, 7 (1.10%) were Hispanic, 2 (0.32%) were Asian/Pacific Islander and none of them were Native American/Alaskan.

Of the 6,735 Caucasian drivers stopped, 7.60% were searched. Of the 718 Minority drivers stopped, 17.27% were searched. Likewise, 18.31% of the 628 African American drivers stopped were searched, as were 17.50% of the 40 Hispanic drivers, and 4.26% of the 47 Asian/Pacific Islander drivers. Again, none of the 6 Native American/Alaskan drivers stopped were searched.

There are a variety of reasons or means for an officer to search both the vehicle and the driver. For each search conducted, the officers were required to record the reason or means used for the search. The types of searches officers had to choose from when marking their statistics were: Consent, Reasonable Suspicion, Probable Cause, Incident to Arrest, Custodial Arrest, Drug Dog Alert, Other.

The following provides a brief definition of each search type. Definitions are interchangeable for searches of persons and vehicles. *Consent* – A search based on the fact that the person to be searched, or the person in control of the vehicle to be searched, freely and voluntarily agrees to the search. *Reasonable Suspicion* – An officer may conduct a cursory search (frisk or pat down) of a person and/or the immediately accessible areas of a vehicle for weapons, providing the officer has reasonable suspicion that the person is committing, has committed, or is about to commit a crime and may be armed with a dangerous weapon. Reasonable suspicion is grounds sufficient to cause an adult of normal intellect to believe something to be true. *Probable Cause* – A search based on facts available to the officer that warrants a man of reasonable caution to conclude that certain items in the suspect's control may be contraband, stolen property or useful as evidence of a crime. *Incident to Arrest* – A search connected or related to the physical arrest of a person. *Custodial Arrest* – A search at the time of the physical arrest of a person. *Drug Dog Alert* – A search based on the positive signal by a canine specifically trained to detect and seize illegal drugs, weapons or other contraband. *Other* – Any other search not described above.

Vehicle Searches

Vehicle Search Type	Caucasian	Minority	African American	Hispanic	Asian/Pacific Islander	Native American/Alaskan	Total
Consent	109	13	8	3	2	0	122
Reasonable Suspicion	0	0	0	0	0	0	0
Probable Cause	21	2	2	0	0	0	23
Incident to Arrest	281	77	75	2	0	0	358
Custodial Arrest	49	21	18	2	1	0	70
Drug Dog Alert	97	16	15	1	0	0	113
Other	2	2	2	0	0	0	4
Total	559	131	120	8	3	0	690

These numbers show us the percentage of each vehicle search type by race. The breakdown of the total vehicle searches from each race by search type was:

Caucasian: Consent – 19.50%, Reasonable Suspicion – 0.00%, Probable Cause – 3.76%, Incident to Arrest – 50.27%, Custodial Arrest – 8.77%, Drug Dog Alert – 17.35%, Other – 0.36%.

Minority: Consent – 9.92%, Reasonable Suspicion – 0.00%, Probable Cause – 1.53%, Incident to Arrest – 58.78%, Custodial Arrest – 16.03%, Drug Dog Alert – 12.21%, Other – 1.53%.

African American: Consent – 6.67%, Reasonable Suspicion – 0.00%, Probable Cause – 1.67%, Incident to Arrest – 62.50%, Custodial Arrest – 15.00%, Drug Dog Alert – 12.50%, Other – 1.66%.

Hispanic: Consent – 37.50%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Incident to Arrest – 25.00%, Custodial Arrest – 25.00%, Drug Dog Alert – 12.50%, Other – 0.00%.

Asian/Pacific Islander: Consent – 66.67%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Incident to Arrest – 00.00%, Custodial Arrest – 33.33%, Drug Dog Alert – 0.00%, Other – 00.00%.

Native American/Alaskan: Consent – 0.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Incident to Arrest – 0.00%, Custodial Arrest – 0.00%, Drug Dog Alert – 0.00%, Other – 0.00%.

Driver Searches

Driver Search Type	Caucasian	Minority	African American	Hispanic	Asian/Pacific Islander	Native American/Alaskan	Total
Consent	179	31	28	2	1	0	210
Reasonable Suspicion	0	0	0	0	0	0	0
Probable Cause	8	2	2	0	0	0	10
Incident to Arrest	237	67	65	2	0	0	304
Custodial Arrest	72	21	17	3	1	0	93
Drug Dog Alert	15	3	3	0	0	0	18
Other	1	0	0	0	0	0	1
Total	512	124	115	7	2	0	636

These numbers show us the percentage of each driver search type by race. The breakdown of the total driver searches from each race by search type was:

Caucasian: Consent – 34.96%, Reasonable Suspicion – 0.00%, Probable Cause – 1.56%, Incident to Arrest – 46.29%, Custodial Arrest – 14.06%, Drug Dog Alert – 2.93%, Other – 0.20%.

Minority: Consent – 25.00%, Reasonable Suspicion – 0.00%, Probable Cause – 1.61%, Incident to Arrest – 54.03%, Custodial Arrest – 16.94%, Drug Dog Alert – 2.42%, Other – 0.00%.

African American: Consent – 24.35%, Reasonable Suspicion – 0.00%, Probable Cause – 1.74%, Incident to Arrest – 56.52%, Custodial Arrest – 14.78%, Drug Dog Alert – 2.61%, Other – 0.00%.

Hispanic: Consent – 28.57.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Incident to Arrest – 28.57%, Custodial Arrest – 42.86%, Drug Dog Alert – 0.00%, Other – 0.00%.

Asian/Pacific Islander: Consent – 50.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Incident to Arrest – 00.00%, Custodial Arrest – 50.00%, Drug Dog Alert – 0.00%, Other – 0.00%.

Native American/Alaskan: Consent – 0.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Incident to Arrest – 0.00%, Custodial Arrest – 0.00%, Drug Dog Alert – 0.00%, Other – 0.00%.

Comparing the total number of stops for each race to the number of each vehicle search type for the same race gives us the percentage of those vehicles stopped that were searched, by race, for the various reasons. Since they both deal with arrest activity and are not *subjective* by nature, Incident to Arrest and Custodial Arrest searches are combined. The breakdown of the total vehicles stopped for each race by search type was:

Caucasian: Consent – 1.62%, Reasonable Suspicion – 0.00%, Probable Cause – 0.31%, Drug Dog Alert – 1.44%, Incident to Arrest/Custodial Arrest – 4.90%, Other – 0.03%.

Minority: Consent – 1.81%, Reasonable Suspicion – 0.00%, Probable Cause – 0.29%, Drug Dog Alert – 2.23%, Incident to Arrest/Custodial Arrest – 13.65%, Other – 0.29%.

African American: Consent – 1.27%, Reasonable Suspicion – 0.00%, Probable Cause – 0.32%, Drug Dog Alert – 2.39%, Incident to Arrest/Custodial Arrest – 14.81%, Other – 0.32%.

Hispanic: Consent – 7.50%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Drug Dog Alert – 2.50%, Incident to Arrest/Custodial Arrest – 10.00%, Other – 0.00%.

Asian/Pacific Islander: Consent – 4.26%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Drug Dog Alert – 0.00%, Incident to Arrest/Custodial Arrest – 2.13%, Other – 0.00%.

Native American/Alaskan: Consent – 0.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Drug Dog Alert – 0.00%, Incident to Arrest/Custodial Arrest – 0.00%, Other – 0.00%.

Likewise, comparing the total number of stops for each race to the number of each driver search type for the same race gives us the percentage of those drivers stopped that were searched, by race, for the various reasons. Again, Incident to Arrest and Custodial Arrest searches are combined. The breakdown of the total drivers stopped from each race by search type was:

Caucasian: Consent – 2.66%, Reasonable Suspicion – 0.00%, Probable Cause – 0.12%, Drug Dog Alert – 0.22%, Incident to Arrest/Custodial Arrest – 4.59%, Other – 0.01%.

Minority: Consent – 4.32%, Reasonable Suspicion – 0.00%, Probable Cause – 0.28%, Drug Dog Alert – 0.42%, Incident to Arrest/Custodial Arrest – 12.26%, Other – 0.00%.

African American: Consent – 4.46%, Reasonable Suspicion – 0.00%, Probable Cause – 0.32%, Drug Dog Alert – 0.48%, Incident to Arrest/Custodial Arrest – 13.06%, Other – 0.00%.

Hispanic: Consent – 5.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Drug Dog Alert – 0.00%, Incident to Arrest/Custodial Arrest – 12.50%, Other – 0.00%.

Asian/Pacific Islander: Consent – 2.13%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Drug Dog Alert – 0.00%, Incident to Arrest/Custodial Arrest – 2.13%, Other – 0.00%.

Native American/Alaskan: Consent – 0.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Drug Dog Alert – 0.00%, Incident to Arrest/Custodial Arrest – 0.00%, Other – 0.00%.

To get a true feeling on searches, it is necessary to separate the types of searches and look at them in a different light. The searches due to Custodial Arrest and Incident to Arrest are not subject to officer discretion. Department policy calls for searches of both the vehicle and suspect in these cases. The searches subject to the officer's potential bias are Consent, Reasonable Suspicion, Probable Cause, and Drug Dog Alert.

The following represents the percentage of only the *subjective* vehicle search types by race. The breakdown of the total *subjective* vehicle searches from each race by search type was:

Caucasian: Consent – 48.02%, Reasonable Suspicion – 0.00%, Probable Cause – 9.25%, Drug Dog Alert – 42.73%.

Minority: Consent – 41.94%, Reasonable Suspicion – 0.00%, Probable Cause – 6.45%, Drug Dog Alert – 51.61%.

African American: Consent – 32.00%, Reasonable Suspicion – 0.00%, Probable Cause – 8.00%, Drug Dog Alert – 60.00%.

Hispanic: Consent – 75.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Drug Dog Alert – 25.00%.

Asian/Pacific Islander: Consent – 100.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Drug Dog Alert – 0.00%.

Native American/Alaskan: No *subjective* searches.

The following represents the percentage of only the *subjective* driver search types by race. The breakdown of the total *subjective* driver searches from each race by search type was:

Caucasian: Consent – 88.61%, Reasonable Suspicion – 0.00%, Probable Cause – 3.96%, Drug Dog Alert – 7.43%.

Minority: Consent – 86.11%, Reasonable Suspicion – 0.00%, Probable Cause – 5.56%, Drug Dog Alert – 8.33%.

African American: Consent – 84.85%, Reasonable Suspicion – 0.00%, Probable Cause – 6.06%, Drug Dog Alert – 9.09%.

Hispanic: Consent – 100.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Drug Dog Alert – 0.00%.

Asian/Pacific Islander: Consent – 100.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Drug Dog Alert – 0.00%.

Native American/Alaskan: No *subjective* searches.

Search Success Rate

This year officers were required to report whether or not the searches they conducted were successful. The chart lists all stops resulting in a search, either driver or vehicle searches. Obviously, on some stops both the vehicle and driver were searched, while on others one or the other was searched.

Total Search Success

	Total Searches	Contraband Found	Drugs/Alcohol	Weapons	Stolen Property	Other
Caucasian	566	123	109	3	0	11
African-American	124	24	23	0	0	1
Hispanic	8	1	1	0	0	0
Asian-Pacific Islander	3	1	1	0	0	0
Native American-Alaskan	0	0	0	0	0	0
Total	701	149	134	3	0	12

In all, searches were conducted on 701 vehicle stops; this includes vehicle searches, driver searches, or some combination there of. The total success rate of all searches was 21.26%. The rate of success for searches on Caucasian stops was 21.73%, while the Minority rate was 19.26%. The Minority search success rate broken down by race is as follows: African American – 19.35%, Hispanic – 12.50%, Asian/Pacific Islander – 33.00%, and Native American/Alaskan – DNA.

Looking at the type of contraband found overall, it breaks down as follows: Drugs/Alcohol – 89.94%, Weapons – 2.01, Stolen Property – 0.00%, Other – 8.05%.

The following represents the percentage of the different types of contraband recovered by race. The breakdown of the contraband recovered by race was:

Caucasian: Drugs/Alcohol – 88.62%, Weapons – 2.44%, Stolen Property – 0.00%, Other – 8.94%.

Minority: Drugs/Alcohol – 96.15%, Weapons – 0.00%, Stolen Property – 0.00%, Other – 3.85%.

African American: Drugs/Alcohol – 95.83%, Weapons – 0.00%, Stolen Property – 0.00%, Other – 4.17%.

Hispanic: Drugs/Alcohol – 100.00%, Weapons – 0.00%, Stolen Property – 0.00%, Other – 0.00%.

Asian/Pacific Islander: Drugs/Alcohol – 100.00%, Weapons – 0.00%, Stolen Property – 0.00%, Other – 0.00%.

Native American/Alaskan: DNA

INDIVIDUAL OFFICER STATISTICS

There were 58 officers who recorded traffic stops during calendar year 2006. I am more pleased with the individual officer statistics this year.

Two officers had over 20% Minority Stops (the highest of the four being 24.89%); this was a reduction from four officers in 2005. Twenty officers had over 10% but no more than 20% Minority Stops. Most of these officers work primarily the western portion of Quincy. Twenty officers had over 5% but no more than 10% Minority stops. Sixteen officers had 5% or fewer Minority stops (twelve of them had 100% Caucasian stops).

Following last year's close look at individual search statistics, I was very concerned. Total *subjective* searches (all races, both vehicles and drivers) had increased by 210.27%. It was apparent to me that officers were searching too many vehicles without much to base it on, hoping to get lucky on the search. While these searches are legal, they do not fit in with the way I want our community policed. Steps were taken to reduce the number of unnecessary searches and make the officers, and ultimately the entire police department, more accountable. I am very pleased with the results. In 2006 total *subjective* searches decreased from 2005 by 16.50%. At the same time, search success improved. Total search success increased from 17.78% to 21.26%. The average officer individual *subjective* search success in 2006 was 22.87%

In 2006 there were 46 officers out of the 58 that made stops who actually conducted searches of either vehicles or drivers. Fourteen of the officers who conducted searches had successful searches (either vehicle or driver or both) on at least 25% of their stops. Six officers had successful searches on at least 20% but less than 25% of their stops. One officer had successful searches on at least 15% but less than 20% of their stops. Four officers had successful searches on at least 10% but less than 15% of their stops. Twenty-one officers had successful searches on less than 10% of their stops.

Of those twenty-one officers with less than 10% success, eight made less than 5 searches. Of the remaining thirteen officers, ten officers made at least 10 searches and yet had less than 10% success. Breaking it down to only the *subjective* searches, only four officers had less than 10% success on a range of searches from five to eighteen.

In the 2005 report I referred to the search problem I identified as "fishing". The problem is created for the most part by young active officers, who have not yet settled into the job and are still in the "arrest mode" rather than the "public service mode". These officers are looking for a big arrest and tend to try and search as many vehicles as they can. They are not bad officers, just very eager and aggressive. Following the 2005 report, this issue was addressed with the officers, and others whom we felt may have this tendency. Processes were put into place to track *subjective* searches and search requests, making the officers more accountable. I believe that the improvement in search statistics is a direct result of this.

The number of officers identified with “fishing” tendencies reduced from six to four in 2006; however, this group is comprised of different officers from the 2005 group. In looking at the racial makeup of these officers’ searches and stops, I find nothing that indicates this is a racially biased issue. Their percentages of Minority stops and searches are not out of line compared to other officers.

Also in the 2005 report, I expressed concern that the lack of a process to document “attempted” searches may be masking the “fishing” problem. I was concerned that there may be officers who are trying to search more cars than we are aware of, but were unable to do so due to lack of consent or no alert by the drug dog. The process put into place required officers to document all requests for Consent searches and all unsuccessful Drug Dog Sniffs that did not result in actual searches. Further more, a search supplemental report was developed to track the rationale of each *subjective* search or search attempt.

The information gleaned from these processes proved enlightening. In 2006 there were very few requests for Consent that did not yield an actual search; only approximately 5% of all Consent search requests resulted in denial to search. In looking at Drug Dog Alerts, the dog alerted on stopped vehicles providing a basis to search in approximately 75% of all “sniff” attempts.

COMPARISON TO 2005 STATISTICS

A comparison between 2005 and 2006 statistics reveals an increase in only overall vehicle stops and citations issued, while most other statistics decreased. Calls for service decreased by 0.27%. Overall stops increased by 2.38%. Citations increased 19.87%, while written warnings decreased by 5.16% and verbal warnings by 69.43%. Both vehicle and driver searches decreased by 15.65% and 14.75% respectively.

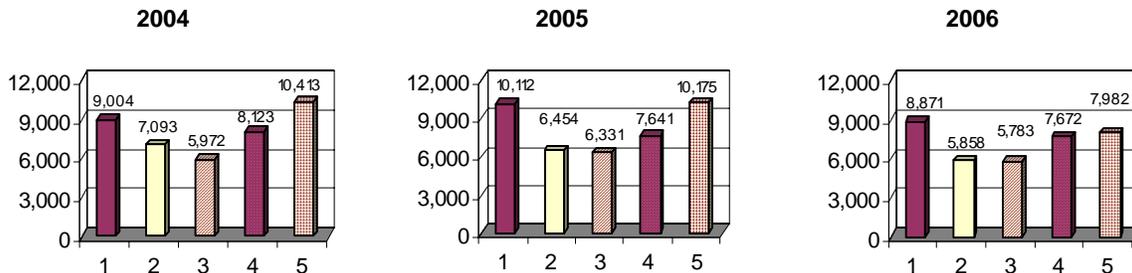
The Caucasian/Minority breakdown of stops continued the trend of a reduction in the favor of Minority stops, as did the breakdown of citations issued. Minority stops in 2006 made up 9.63% of all stops, down from 10.33% in 2005. In 2005 the percentage of citations issued to Caucasians decreased to 37.25% while those to Minorities dropped to 33.91% (African American citations had dropped to 32.94%). Although citations issued increased across the board this year, the disparity somewhat continued with the Minority percentage of citations only increasing to 41.64% while the Caucasian percentage rose to 43.39% (African American citations rose only to 40.76%).

While vehicle searches dropped 15.65% this year, the percentage of decrease was greater among Minority searches. Caucasian vehicle searches decreased only 14.79%, while Minority and African American vehicle searches decreased 19.14% and 21.11% respectively. Decreases in driver searches were similar. Caucasian driver searches dropped 14.09%, Minority 17.33% and African American 18.44%, as the overall driver search total dropped 14.75%.

Calls For Service

Comparing the calls for service statistics to 2005, 2006 saw a slight decrease in calls for service from 40,713 to 40,605 (-0.27%). Beats 1 and 3 decreased, while Beats 2, 4 and 5 had an increase in calls for service. The following is a list of the percentage changes for each beat. Beat 1: -10.96%, Beat 2: 9.90%, Beat 3: -5.67%, Beat 4: 6.31%, Beat 5: 2.34%. Beats 1 and 5 by far continue to be the most active and resource demanding of the city. In 2006 Beat 5 continues to be the area with the most calls for service. The percentage of calls for service in the western half of the city was fairly constant at 67.81 (2004 - 67.82%, 2005 - 68.60%), as was the percentage for Beats 1 and 5 alone at 47.81% (2004 - 46.61%, 2005 - 49.83%).

Three-Year Calls for Service Comparison

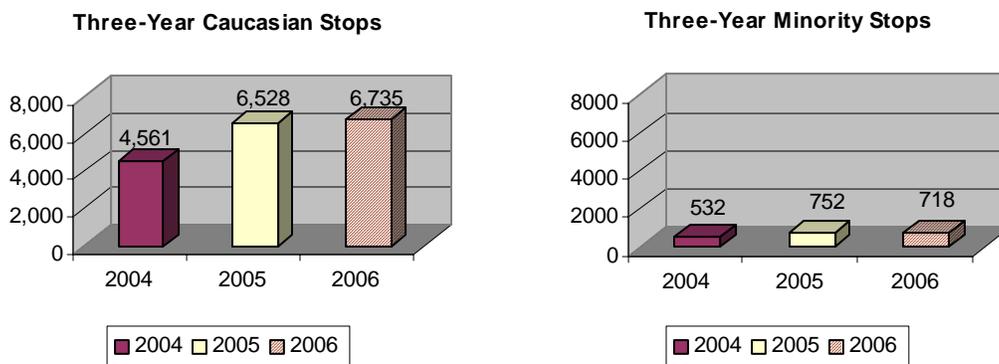


Stops

As the Quincy Police Department continues its efforts in Traffic Safety, the number of stops has again increased, however they do appear to be leveling off. In comparison to 2005 statistics (where there was a stop increase of 42.94%), there was an overall stop increase of another 2.38%. While Caucasian stops again increased Minority stops, particularly African American stops, decreased. Caucasian stops increased 3.17%, while Minority stops decreased 4.52% (African American: -8.05%, Hispanic: 33.33, Asian/Pacific Islander: 42.42%, and Native American/Alaskan: -50.00%.

The breakdown of Caucasian/Minority stops again changed from 2005. Caucasian stops increased from 89.67% to 90.37, while the Minority stops dropped from 10.33% to 9.63%. This is the first time during this study that the Minority stop rate dropped below 10%. Specific to race, the minority breakdown is as follows: African American – down from 9.38% to 8.43, Hispanic – up from 0.41% to 0.54, Asian/Pacific Islander – up from 0.45% to 0.63%, and Native American/Alaskan – down from 0.08% to 0.03%.

Three-Year Total Stops Comparison



Stops by Beat

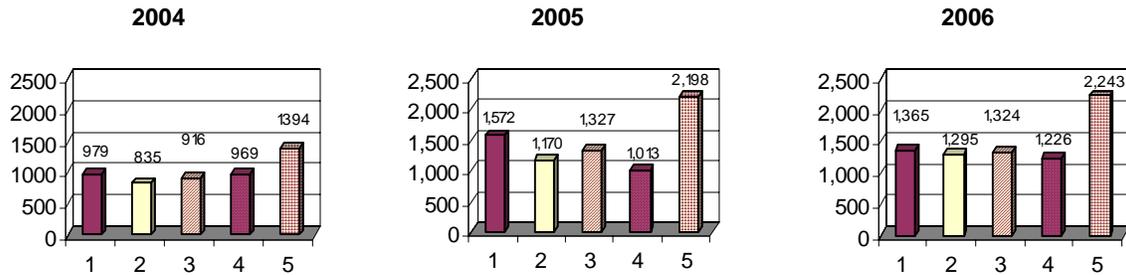
When broken down by beat, the stop totals show that increases and decreases mirror that of the calls for service by beat. Beats 1 and 3 had a decrease in stops, while those in Beats 2, 4 and 5 increased. The following is a list of the percentage changes for stops in each beat. Beat 1: -13.17%, Beat 2: 10.68%, Beat 3: -0.23%, Beat 4: 21.03%, Beat 5: 2.05%.

Caucasian stops decreased in Beat 1 by 10.09%, while Minority stops decreased 26.07% (African American: -26.06%, Hispanic: -11.11%, Asian/Pacific Islander: no change, Native American/Alaskan: -100%). The Beat 2 increase for Caucasian stops was 9.94% and for Minorities it was 20.48% (African American: 6.67%, Hispanic: 75.00%, Asian/Pacific Islander: 266.67%, Native American/Alaskan: 100%). Caucasian stops increased slightly in Beat 3 at 0.49% as Minority stops decreased by 9.78 (African American: -13.33%, Hispanic: 25.00%, Asian/Pacific Islander: -11.11, Native American/Alaskan: no change). In Beat 4 Caucasian stops increased 20.28%; Minority

stops rose 30.99% (African American: 31.82%, Hispanic: from 0 to 4, Asian/Pacific Islander: -60.00%, Native American/Alaskan: no change). In Beat 5 Caucasian stops increased 1.50% while Minority stops increased 7.39% (African American: 1.64%, Hispanic: 22.22%, Asian/Pacific Islander: 100.00%, Native American/Alaskan: no change).

While Minority stops as a whole decreased, by beat there were some dramatic changes. Minority stops, predominately African American, decreased by more than 26% in Beat 1. Minority stops increased greatly in Beats 2 and 4 by 20.48% and 30.99% respectively. The Minority increase in Beat 2 is fed by a 75% (3 stop) increase of Hispanic stops and a 266% (8 stop) increase of Asian/Pacific Islander stops. Most of the increase in Beat 4 is due to a near 32% increase in African American stops in that area. Also interesting to note is a 100% (10 stop) increase of Asian/Pacific Islander stops in Beat 5.

Three-Year Stops by Beat Comparison



Stop Rationale

Based on a comparison to 2005 statistics, stop rationale for 2006 was fairly consistent. Generally, there was an increase in stops for Moving Violations, while both Equipment Violation and License Violation stops decreased. With the exception of Native American/Alaskan stops, the most common stop rationale remains the Moving Violation.

Total Moving Violation Stops increased by 9.35%. Caucasians stopped for Moving Violations increased by 10.68% while Minorities decreased by 2.76% (African American: -6.39%, Hispanic: 23.53%, Asian/Pacific Islander: 40.00%).

Total Equipment Violation Stops decreased 10.62%. Caucasian stops for Equipment Violations dropped 10.24% and Minority stops 13.52% (African American: -15.49%, Hispanic: 22.22, Asian/Pacific Islander: 50.00%).

Total License Violation Stops decreased 1.47%. Caucasian stops for License Violations decreased by 3.26% while Minority License Violation Stops increased 15.07% (African American: 7.58%, Hispanic: 100.00%, Asian/Pacific Islander: 50.00%).

The percentage of all Caucasian drivers who were stopped for Moving Violations rose slightly from 60.65% to 65.06%. The percentage of all Minority drivers stopped for Moving Violations rose from 57.85% to 58.91% (African American: up from 57.25% to 58.28%, Hispanic: down from 56.67% to 52.50%, Asian/Pacific Islander: down from 75.76% to 74.47%, Native American/Alaskan: constant at 33.33%).

Stop Disposition

Following review of each of the past years' statistics, I directed our officers to reduce the number of Verbal Warnings that were issued. The concern was that with the Verbal Warning there was no written documentation to back up the statistics, thus the label of "false stop". In 2005 despite a total stop increase of 42.94%, the total of all Verbal Warnings was reduced by 76.26% (down 620 from 813). 2006 statistics trimmed this number even more. In 2006 the total number of Verbal Warnings decreased another 69.43%, dropping from 193 to 59. Verbal Warnings were given to less than 1% of all Caucasians stopped and less than .50% of African Americans; no Hispanics, Asian/Pacific Islanders or Native American/Alaskans received Verbal Warnings, whereas there were two from each group in 2005. Caucasian Verbal Warning stops were down 68.36% and Minority Verbal Warnings were down 81.25% (African American: -70.00).

Although the totals decreased, the most common stop disposition continues to be Written Warnings, however, by less of a margin over Citations than last year. All Written Warning stops decreased 5.16%. Caucasian drivers receiving Written Warnings decreased by 4.13%, while Minority Written Warnings decreased 13.51% (African American: -17.63%, Hispanics: 30.77%, Asian/Pacific Islanders: 42.11%).

Citations increased another 19.87%. Caucasian Citation stops had an increase of 20.15%. Minority Citations increased 17.25% (African American: 13.78%, Hispanic: 53.33%, Asian/Pacific Islander: 66.67%). In 2004 the percentage of citations issued to Caucasians and Minorities were nearly equal at 39.53% and 38.54% respectively (African American citations were exactly equal to Caucasian). In 2005 Minority drivers received citations at a lower rate as the Minority percentage of citations dropped 4.63 to 33.91% while the Caucasian percentage only dropped to 37.25% (African American citations dropped to 32.94%). 2006 statistics indicate a trend towards a more equal number of citation dispositions across the board, with the exception again being Native American/Alaskan. The percentage of drivers stopped who received citations for each group is as follows: Caucasian – 43.39%, Minority – 41.64%, African American – 40.76%, Hispanic – 42.50%, Asian/Pacific Islander – 42.55%, Native American/Alaskan – 0.00% (100% Written Warnings).

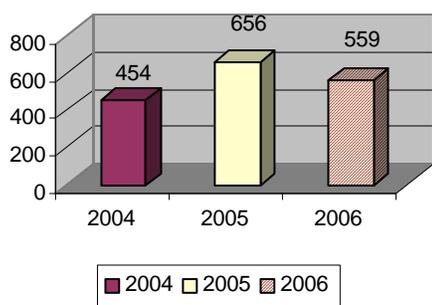
Searches

Total searches were compared to 2005 statistics. I was pleased to find that despite another increase in vehicle stops there was a decrease in both total vehicle and total driver searches (15.65% and 14.75% respectively). There was also a decrease in the percentage of searches on all stops. Of all vehicles stopped, the percentage of vehicles searched dropped from 11.24% to 9.26%. Of all vehicles stopped, the percentage of drivers searched dropped from 10.25% to 8.53%.

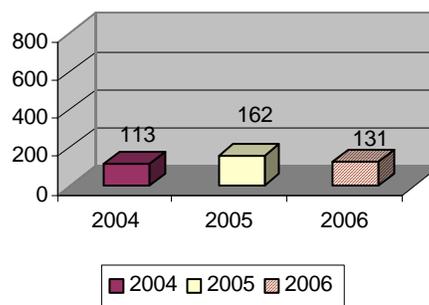
While total vehicle searches decreased 15.65% this year, African American vehicle searches dropped at a higher percentage. Caucasian vehicle searches decreased 14.79%, while Minority and African American vehicle searches dropped 19.14% and 21.05% respectively. Hispanic vehicle searches rose 60.00% (3 searches), Asian/Pacific Islander vehicle searches rose 50.00% (1 search); there were no Native American/Alaskan vehicles searched.

Three-Year Vehicle Search Comparison

Three-Year Caucasian Vehicle Searches



Three-Year Minority Vehicle Searches



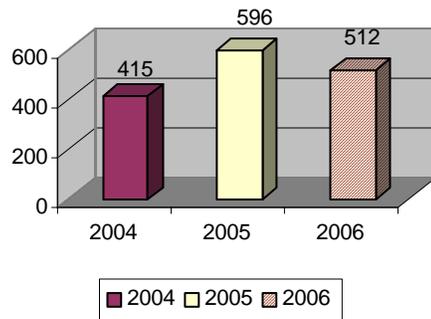
First, looking at *subjective* vehicle searches, there was a decrease of 22.05% in the total number of searches. There was a 16.85% reduction of all *subjective* searches for Caucasian vehicles, while Minority *subjective* searches dropped 46.55%. African American *subjective* searches dropped 55.36% (a little more than three times the rate of decrease in Caucasian searches) while Hispanic searches rose 300.00% (3 searches). Asian/Pacific Islander *subjective* vehicle searches rose from 0 to 2. Native American/Alaskan searches dropped from 1 to 0.

The *non-subjective* vehicles searches (those resulting from arrest) were also decreased, by 11.93% for total searches. Caucasian arrest related searches dropped 13.84%, while Minority arrest related searches were reduced 4.85%. The African American *non-subjective* searches decreased at nearly one-fourth the rate of Caucasians at 3.13%. Hispanic and Asian/Pacific Islander arrest related searches stayed the same, while Native American/Alaskan decreased from 2 to 0 searches.

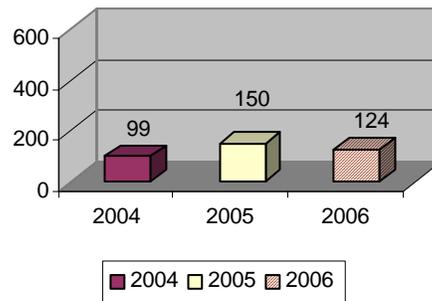
While total driver searches decreased by 14.75%, again, Minority driver searches dropped at a higher rate. Caucasian driver searches decreased 14.09%, while Minority and African American driver searches dropped 17.33% and 18.44% respectively. Hispanic driver searches rose 40.00% (2 searches), Asian/Pacific Islander driver searches remained the same (2 searches); there were no Native American/Alaskan drivers searched.

Three-Year Driver Search Comparison

Three-Year Caucasian Driver Searches



Three-Year Minority Driver Searches



First, looking at *subjective* driver searches, there was a decrease of 18.77% in total searches. There was a 16.53% decrease of all *subjective* searches for Caucasian drivers, while Minority *subjective* searches dropped 29.41%. African American *subjective* searches dropped 34.00% (a little more than double the rate of Caucasians). Hispanic searches rose 100.00% (1 search) and Asian/Pacific Islander searches rose from 0 to 1. There were no and Native American/Alaskan *subjective* driver searches.

The *non-subjective* driver searches (those resulting from arrest) also decreased; the total searches by 12.36%. Caucasian arrest related searches dropped 12.71%, while Minority arrest related searches dropped 11.11%. The African American *non-subjective* driver searches decreased by 9.89%. Hispanic arrest related searches increased 25% (1 search), while Asian/Pacific Islanders decreased 50.00% (1 search). Native American/Alaskan decreased from 2 to 0 searches.

Comparisons between the two years of the *subjective* searches deserve a closer look. In looking at the increase of raw numbers, the types of searches with the greatest change are Consent, Probable Cause and Drug Dog Alert.

Total vehicle Consent Searches decreased 32.22%. Consent searches for Caucasian vehicles decreased by 26.35%, while Minority Consent searches dropped 59.38% (African American: -26.35%, Hispanic: 200.00%, Asian/Pacific Islander: from 0 to 2). When looking at raw numbers, the actual increases were: Caucasian – down from 148 to 109, Minority – down from 32 to 13, African American – down from 30 to 8, Hispanic – up from 1 to 3, Asian/Pacific Islander – up from 0 to 2, Native American/Alaskan – down from 1 to 0. The percentage of Consent searches from all

subjective searches for each race is fairly even: Caucasian – 48.02%, Minority – 41.94% (African American: -32.00%, Hispanic: 75.00%, Asian/Pacific Islander: 100.00%). In comparing the breakdown of Consent searches by the total vehicles stopped for each race, last year the Caucasian percentages of vehicles stopped that had Consent searches were half that of Minorities, 2.27% and 4.26% respectively (African American: 4.39%, Hispanic: 3.33%, Asian/Pacific Islander: 0%, Native American/Alaskan: 16.67). This year Minority and African American vehicles were again twice as likely to have Consent searches: Caucasian – 1.62%, Minority – 1.81%, African American – 1.27%, Hispanic – 7.50%, Asian/Pacific Islander – 4.26%, Native American/Alaskan – 0.00%.

Total vehicle Probable Cause searches decreased 58.93%. Probable Cause searches for Caucasian vehicles decreased by 57.14%, while Minority (all African American) Probable Cause searches dropped 71.43%. When looking at raw numbers, the actual decreases were: Caucasian – down from 49 to 21, Minority (African American) – down from 7 to 2, Hispanic, Asian/Pacific Islander and Native American/Alaskan – constant at 0. The percentage of Probable Cause searches from all *subjective* searches for each race is: Caucasian – 9.25%, Minority – 6.45% (African American – 8.00%). In comparing the breakdown of Probable Cause searches by the total vehicles stopped for each race there is a change. Last year the Minority (specifically African American) vehicles stopped were more likely to have Probable Cause searches than Caucasian vehicles; 0.93% and 0.75% respectively (African American 1.02%). This year the likelihood of a vehicle being searched based on Probable Cause was fairly even across the races: Caucasian – 0.31%, Minority – 0.28%, African American – 0.32%, Hispanic – 0.00%, Asian/Pacific Islander – 0.00%, Native American/Alaskan – 0.00%.

Total vehicle Drug Dog Alert searches increased by 18.95%. Drug Dog Alert searches for Caucasian vehicles increased 27.63%, while Minority Drug Dog Alert searches dropped 15.79% (African American: -21.05%, Hispanic: rose from 0 to 1 search). When looking at raw numbers, the actual changes were: Caucasian – up from 76 to 97, Minority – down from 19 to 16, African American – down from 19 to 15, Hispanic up from 0 to 1, Asian/Pacific Islander and Native American/Alaskan – constant at 0. The percentage of Drug Dog Alert searches from all *subjective* searches for each race varies some by race: Caucasian – 42.73%, Minority – 51.61% (African American – 60.00%, Hispanic – 75%). In comparing the breakdown of Drug Dog Alert searches by the total vehicles stopped for each race there is very little change. Last year the African American vehicles stopped were nearly twice as likely to have Drug Dog searches than Caucasian vehicles; Caucasian – 1.16%, Minority – 2.53% and African American – 2.78%, Hispanic – 0.00%. This year, although the percentages are down from last year, Minority and African American vehicles are still only slightly more than twice as likely to have Drug Dog searches: Caucasian – 1.44%, Minority – 2.23%, African American – 2.39%, Hispanic – 2.50%.

Total driver Consent Searches decreased 17.32%. Consent searches for Caucasian drivers decreased by 15.35%, while Minority Consent searches dropped 31.11% (African American: -36.36%, Hispanic: 100.00%). When looking at raw numbers, the actual changes were: Caucasian – down from 209 to 179, Minority – down from 45 to 31,

African American – down from 44 to 28, Hispanic – up from 1 to 2, Asian/Pacific Islander – up from 0 to 1, and Native American/Alaskan – constant at 0. The percentage of Consent searches from all *subjective* searches for each race is fairly even: Caucasian – 88.61%, Minority – 86.11% (African American – 84.85%, Hispanic – 100.00%, Asian/Pacific Islander – 100.00%). In comparing the breakdown of Consent searches by the total drivers stopped for each race there is little change. Last year the Minority drivers stopped were twice as likely to have Consent searches as Caucasian drivers; Caucasian – 3.20%, Minority – 5.98%, African American – 6.44% and Hispanic 3.33%. This year, although the percentages are down considerably, African American vehicles were just a little less than half again as likely to have Consent searches: Caucasian – 2.66%, Minority – 4.32%, African American – 4.46%, Hispanic – 5.00%.

Total driver Probable Cause searches decreased 68.75%. Probable Cause searches for Caucasian drivers decreased by 71.42%, while Minority (all African American) Probable Cause searches dropped 50.00%. When looking at raw numbers, the actual decreases were: Caucasian – down from 28 to 8, Minority (African American) – down from 4 to 2, Hispanic, Asian/Pacific Islander and Native American/Alaskan – constant at 0. The percentage of Probable Cause searches from all *subjective* searches for each race is: Caucasian – 3.96%, Minority – 5.56% (African American – 6.06%). In comparing the breakdown of Probable Cause searches by the total drivers stopped for each race there is change. Last year the Minority vehicles stopped were just a little more likely to have Probable Cause searches as Caucasian drivers, 0.43% and 0.53% respectively (African American 0.59%, Hispanic – 33.33%). This year Minority and African American drivers were two and a half time more likely to have Probable Cause searches: Caucasian – 0.12%, Minority – 0.29%, African American – 0.32%, Hispanic – 0.00%.

Total driver Drug Dog Alert searches increased by 157.14%. Drug Dog Alert searches for Caucasian drivers increased by 200.00%, while Minority (all African American) Drug Dog Alert searches rose only 50.00%. When looking at raw numbers, the actual increases were: Caucasian – up from 5 to 15, Minority (African American) – up from 2 to 3, Hispanic, Asian/Pacific Islander and Native American/Alaskan – constant at 0. The percentage of Drug Dog Alert searches from all *subjective* searches for each race is: Caucasian – 7.43%, Minority – 8.33% (African American – 9.09%). In comparing the breakdown of Drug Dog Alert searches by the total drivers stopped for each race there is some change. Last year the African American drivers stopped were three times as likely to have Drug Dog searches than Caucasian drivers; Caucasian – 0.08%, Minority – 0.27% and African American – 0.29%. This year Minority and African American drivers are twice as likely to have Drug Dog searches: Caucasian – 0.22%, Minority – 0.42%, African American – 0.48%.

COMPARISON TO STATEWIDE REPORT

Unfortunately for the third year in a row the statewide report issued by Northwestern University is based on incorrect statistics for Quincy. While the discrepancy is not large, it does skew the results. In the first two years of the study the discrepancy indicated a larger ratio of Minority stops and searches than what had actually occurred. This year the discrepancy indicates the opposite, showing a slightly lower than actual stop and search ratio for Minorities.

The 2004 state report listed our Minority stop ratio at 1.91, based on 4,470 Caucasian stops and 527 Minority Stops. In reality we had 4,561 Caucasian stops and 532 Minority stops. The correct numbers gave us a Minority stop ratio of 1.90.

The 2005 state report listed our Minority stop ratio at 1.93 (and increase of 0.02), based on 6,060 Caucasian stops and 716 Minority stops. In reality we had 6,528 Caucasian stops and 752 Minority stops. The correct ratio, based on our correct numbers, is 1.88 (a reduction of 0.02).

This year's state report lists our Minority stop ratio at 1.73 (a decrease of 0.20), based on 6,314 Caucasian stops and 664 Minority stops. In reality we had 6,735 Caucasian stops and 718 Minority stops. This year's correct ratio, based on our correct numbers, is 1.75 (a reduction of 0.13).

The incorrect statistics obviously skew the entire report. While the state report lists the percentages of citations issued to those stopped at Caucasian 43.70% and Minority 40.96%, in reality it is Caucasian 43.39% and Minority 41.64%. Likewise, the state report incorrectly lists the Consent search ratios at: Caucasian – 1.63, Minority – 1.81. In actuality, the ratios are: Caucasian – 1.62, Minority – 1.81.

I have been unsuccessful the past three years in determining why there are discrepancies between our numbers and those reported by Northwestern University. IDOT has not provided any explanations beyond "submission glitches". However, whatever the cause, it appears that this problem may be rectified. Comparing 2007 year-to-date statistics, there is only a discrepancy of nine stops between our departmental statistics and those on file with IDOT.

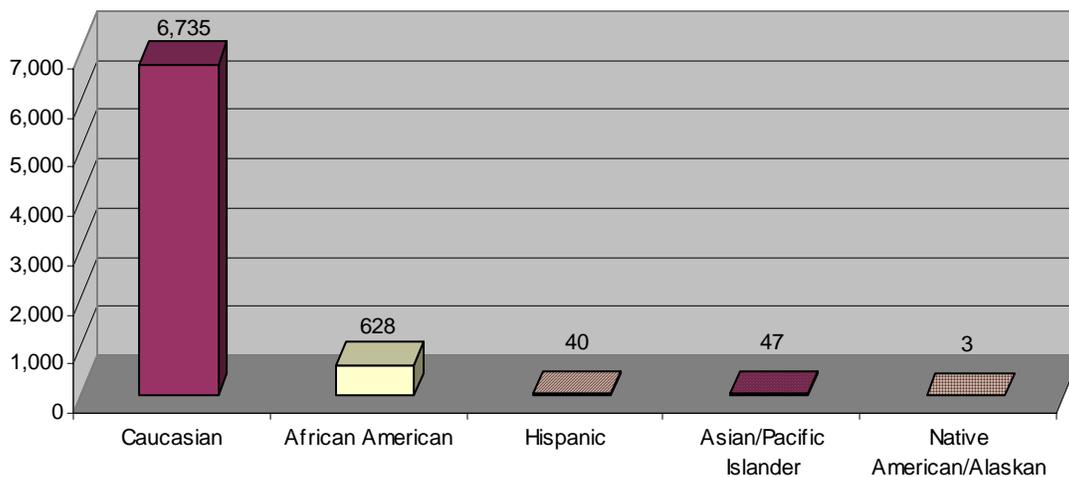
FINDINGS

Stops

The preceding pages contain numerous statistical facts compared in various ways so as to best evaluate their meanings. At this point, I will draw conclusions from the statistical facts, explain their relevance, and provide justification. In the past I have primarily used the statistics from Caucasian, Minority and African American stops due to the fact that the numbers of Hispanic, Asian/Pacific Islander, and Native American/Alaskan stops appeared to be statistically insignificant. However, the numbers of Hispanic and Asian/Pacific Islander stops have increased quite a bit this year, although the search statistics for these groups are still skewed due to low numbers. The Native American/Alaskan stops have reduced even more this year and are still statistically insignificant.

During calendar year 2006, officers recorded 7,453 traffic stops. This was an increase in overall stops of 173 (2.38%). Caucasian stops increased 207 (3.17), while Minority stops decreased by 34 (-4.52%). Specifically, African American stops decreased 55 (-8.05%), Hispanic Stops increased by 10 (33.33%), Asian/Pacific Islander stops increased 14 (42.42%) and Native American/Alaskan stops decreased 3 (50.00%).

2006 Total Vehicle Stops



Stops of Caucasian drivers accounted for 90.37% of the stops, while 9.63% of the stops were Minority drivers. Specifically, African American stops made up 8.43%. Obviously, the stops of Minorities, specifically African Americans, were at a higher rate than their respective population in Quincy. The Minority benchmark set by Northwestern University is 5.49%. The Minority stops were 4.14% above the benchmark. The African American census count is 5.00%. The African American stops were 3.43% above the census count. When taking into account that due to repeat offenders, only 6,220 individuals were stopped, the numbers improve slightly. Minorities made up 9.04%, while African Americans consisted of 7.80% of the total individuals stopped; thus indicating stops were above the benchmarks by 3.55% and 2.80% respectively.

The above numbers are an obvious improvement over the past couple of years. Compared to the past, instead of Minority stops being nearly double the benchmark (an additional 90%), in 2006 they were only an additional 75% over the benchmark. The current Minority Stop Ratio of 1.75 means Minorities are 75% more likely to be stopped than Caucasians, as compared to 90% (almost twice as likely) in 2004 with a Minority Stop Ratio of 1.90.

Likewise, compared to the past, instead of African American stops being nearly double the benchmark (an additional 86%), in 2006 they were only an additional 69% over the benchmark. The current African American Stop Ratio of 1.69 means African Americans are 69% more likely to be stopped than Caucasians, as compared to 86% in 2004 with a Minority Stop Ratio of 1.86.

Still, even with the reduction, the fact remains that Minority drivers are more likely to be stopped than Caucasian drivers. This apparent aberration can be explained and in my opinion is not a cause for concern.

First of all, I still maintain that stops alone do not indicate racially biased policing. The appropriate indicators would be the actions taken by the officer after the stop is made.

Based on my experiences and those of other officers, I can say that in many stops an officer makes, he/she is not aware of the driver's race until after the stop is initiated. This is due a variety of factors. *Lighting* – many stops are made between sunset and sunrise and during poor weather conditions that make it difficult to recognize the race of the driver. *Location* – some stops are made where the officer is not in a position to see the driver. *Timeliness* – the vehicle stop is often initiated quickly following the officer's recognition that a violation occurred, before the officer has had a chance to see the driver. *Positioning* – depending on the type of violation, many times the officer is to the rear of, and even some distance away from, the suspect vehicle at the time the decision is made to initiate the stop.

Of course, the reverse is also true. There are a number of stops made where the officer not only recognizes the race of the driver, but actually knows the identity of the driver. This is where the previously cited reduced stop rate, due to repeat offenders, comes into play. Officers, especially those targeting gang and drug crimes, will recognize known offenders and find valid traffic violations for which to stop them. In looking at Caucasian stops, 1,077 stops were repeat offenders. Likewise, 170 African American stops were repeat offenders. Hispanic and Asian/Pacific Islander stops had 4 and 9 repeat offenders respectively.

The assignment of police personnel also adds to the increased stop rate for Minorities and African Americans. I previously cited calls for service for the five beats as a standard for this report. As noted, when the beat plan was developed it was based on call load for a given area. While the beat plan may need to be revised for the optimum

resource deployment, it is still possible to recognize where the bulk of the calls for service come from and thus deploy resources to the appropriate areas of town.

Based on 2006 statistics, 67.81% of the calls for service were west of 18th Street in Beats 1, 4 and 5. Nearly half (47.81%) of the calls for service were in Beats 1 and 5, with 25.64% in Beat 5. Based on these facts, which have been fairly consistent for a number of years, more police resources are deployed in these portions of town. Typically, one officer is assigned to patrol each of the five beats. When there are more than five officers working patrol, which is most shifts, the “extra” manpower is assigned in some configuration within Beats 1, 4 and 5. Barring extraordinary circumstances, the most resources are usually deployed in portions of Beats 1 and 5.

The Street Crimes Unit of the Quincy Police Department has been in existence for the past thirteen years. It was originally created to address the drug and violence problems caused by an influx of out of town gang members who primarily occupied an area bounded by 5th, 10th, Oak and Chestnut Streets. While the unit is called upon to address other crime trends as they occur, their primary duties still center around gang and drug crimes. In order to effectively address these issues, the Street Crimes Unit primarily works the western portion of town, and specifically Beats 1 and 5.

I do not believe that it is mere coincidence that the percentage of overall stops closely mirrors the percentage of calls for service. While calls for service west of 18th Street made up 67.81%, recorded traffic stops west of 18th Street made up 64.86%. Likewise, while Beat 1 and 5 calls for service made up 47.81%, Beat 1 and 5 traffic stops made up 48.41%. This would be indicative that we are assigning resources appropriately.

For the purposes of this report, when comparing racial stop rates, several factors come into play. *Police Resource Deployment* – Due to calls for service and the targeting of gang and drug crimes, more resources are deployed in the western portion of town, specifically beats 1 and 5. The more police resources in an area lead to a higher volume of traffic stops in the same area. *Minority Population Locale* – While I have no specific statistics to cite, I think everyone would agree that the majority of the African American citizens of Quincy reside in the western portion of town and specifically within Beats 1 and 5. A higher volume of traffic stops in an area would yield more stops of the resident population of the same area.

It is my opinion that the information cited above justly explains the fact that African Americans made up 8.43% of the total traffic stops and 7.80% of the individuals stopped, when the resident African American population is reported at only 5.00%.

This rationale is further justified when the stops are broken down by beat. As expected, the beats with higher Minority populations have a higher percentage of the Minority traffic stops.

Of the 1,365 stops recorded in Beat 1, 15.38% (210) of the stops were of African Americans. Beats 5 and 4 were 8.29% and 7.10% respectively. The eastern beats (2 and 3) were 6.18% and 4.91% respectively.

When looking at only the African American stops and where they occurred, 33.44% (210) of the total 628 stops were in Beat 1. Beats 5 made up 29.62% respectively. Beats 2, 3 and 4 were 12.74%, 10.35 and 13.85% respectively.

Interesting to note is the rise in activity in Beat 4. Calls for service in Beat 4 rose by 6.31%. Total stops in Beat 4 increased 21.02%. Minority stops in Beat 4 increased 28.17% (African American: 31.81%, Hispanic: 33.33%, Asian/Pacific Islander: 42.42%). Another view of this is that Beat 4's percentage of all calls for service rose by 1.33; Beat 4's percentage of total stops rose 2.54; that beat's percentage of African American stops rose 0.59; the percent of all African American stops that were in Beat 4 rose 4.19.

Looking specifically at Hispanic stops, there is an overall Hispanic stop increase of 33.33% (an increase of 10 stops, from 30 to 40). The most increase in Hispanic stops was in Beats 2 and 4. Of the 10-stop increase, 3 were in Beat 2 and 4 were in Beat 4.

Looking specifically at Asian/Pacific Islander stops, there is an overall stop increase of 42.42% (an increase of 14 stops, from 33 to 47). The most increase in Asian/Pacific Islander stops was in Beats 2 and 5. Of the 14-stop increase, 8 were in Beat 2 and 10 were in Beat 5 (there was a deduction in some beats).

Stop Rationale

The reasons that vehicles were stopped were somewhat consistent across all of the races. The most common reason that the stops were conducted was for moving violations, followed by equipment violations, and then license violations.

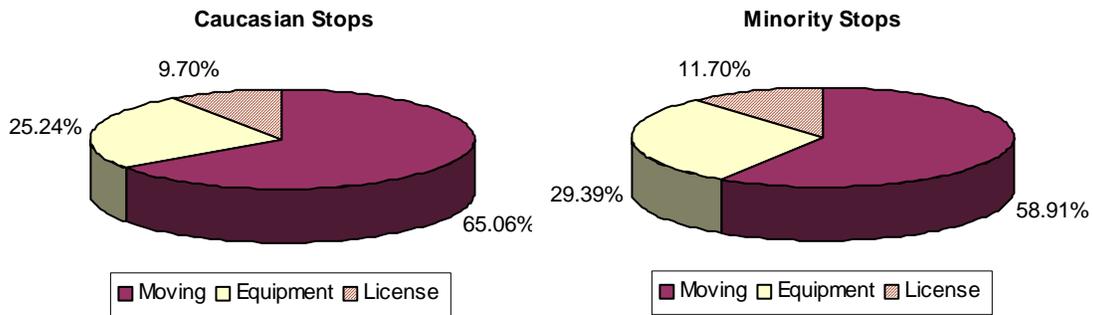
Moving violations would include most "rules of the road" violations. Equipment violations are mainly nonfunctioning lights or noise violations. License violations would primarily consist of expired registration and improper display of registration violations.

In comparing Caucasian and Minority stops the majority of the stops were for moving violations. What discrepancies there are this year are due to the influx of Caucasian vehicle stops. Caucasians were stopped more for moving violations, while Minorities were stopped more for equipment and license violations. Roughly, 6% more of the Caucasians stopped were for moving violations, while 4% more of the Minority drivers were stopped for equipment violations and 2% more for license violations. Specific to race, African Americans were stopped 7% less than Caucasians for moving violations; Hispanic drivers 13% less and Asian/Pacific Islanders were actually stopped for moving violations at a rate 9% higher than Caucasians. Regarding equipment violations, African Americans were stopped 5% more often, Hispanics 2% more and Asian/Pacific Islander drivers were stopped 6% less than Caucasian drivers. African American drivers were 2% more likely to be stopped for license violations than

Caucasian drivers; while Hispanics were 10% more and Asian/Pacific Islanders were 3% less likely.

Of the Caucasians stopped, 65.06% were for moving violations, while 58.91% of the Minority stops were for moving violations. Of the Caucasians stopped, 25.24% were stopped for equipment violations, compared to 29.39% of the Minorities. Of the Caucasians, 9.70% were stopped for license violations, compared to 11.70% of the Minorities.

Stop Rationale Comparison



Stop Disposition

While there is some merit in looking at the racial breakdown of the traffic stops to identify bias based policing practices, as I have pointed out this is not necessarily a realistic indicator, particularly when dealing with the small increases that we have. It is more important to look at what action an officer takes once he has conducted the traffic stop when there is no doubt about the race of the driver. At this point, there is the most opportunity for racial bias to influence the outcome of the stop. The two statistical categories to concentrate on would be stop disposition and searches.

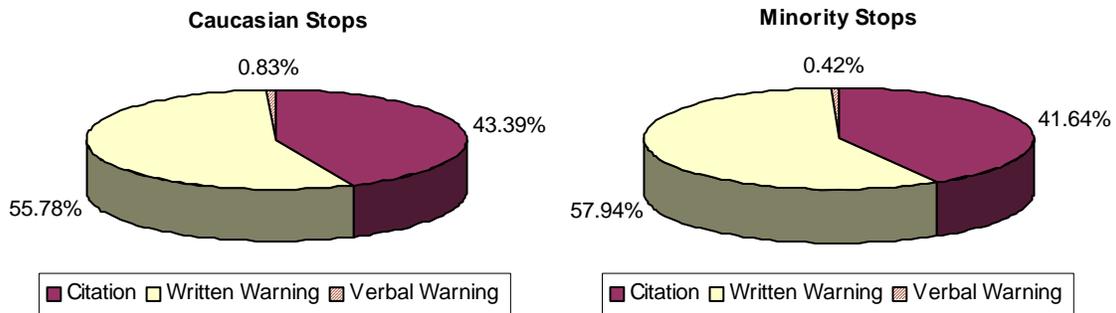
Although reduced by 5.16% (227), written warnings continue to be the most common stop disposition with all race groups, with the exception of Hispanic. The second most common disposition was again citations. Overall Citations increased 19.87% (534) with Caucasian citations increasing the most by volume (490, 20.15%); Minority citations increased by 44 (17.25%). Specific to race, African Americans received 31 (13.78%) more citations this year; Hispanics and Asian/Pacific Islanders both increased by 8 citations (53.33% and 66.67% respectively). Native American/Alaskan citations reduced 100%, dropping from 3 to 0.

Verbal warnings were reduced across the board. The overall decrease was by 134 warnings (69.43%). Caucasian verbal warnings reduced 68.36% (121), while Minorities decreased 81.25% (13). African Americans dropped 70.00% (7); Hispanics, Asian/Pacific Islanders and Native American/Alaskans all decreased 100.00%, going from 2 to 0.

It is very encouraging to note that the difference between the Caucasian and Minority stop dispositions is leveling off, still slightly favoring Minority dispositions. Minority (specifically African American) arrests on vehicle stops remain below that of Caucasians. Roughly, Caucasians who were stopped were given 1.75% more citations and 0.50% more verbal warnings than Minorities, while Minority drivers were given 2% more written warnings. Specific to race, African Americans were issued citations 2.50% less than Caucasians; both Hispanic and Asian/Pacific Islander drivers received 1% less citations than Caucasians. Regarding written warnings, African Americans were issued 3% more, while both Hispanics and Asian/Pacific Islanders received 2% more. African American drivers received 0.50% less verbal warnings than Caucasian drivers; no Hispanics or Asian/Pacific Islanders received verbal warnings.

Of the Caucasians stopped, 43.39% were arrested, while 41.64% of the Minorities were arrested. Of the Caucasians stopped, 55.78% were issued written warnings, compared to 57.94% of the Minorities. Of the Caucasians, 0.83% was verbally warned, compared to 0.42% of the Minorities.

Stop Disposition Comparison



Searches

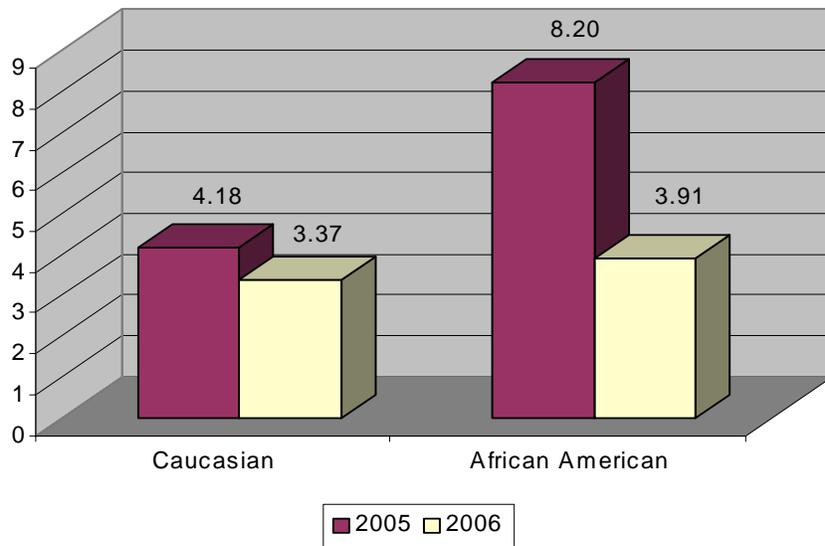
Looking at the overall search statistics cited in this report can be misleading. Since the focus is on bias based policing practices, you must be selective on the search statistics used. If an officer's racial bias were to guide his actions in regards to searching, it would be in the decision to search when that decision is solely up to the officer. The searches due to Custodial Arrest and Incident to Arrest are not subject to officer discretion. Departmental policy calls for searches of both the vehicle and suspect in these cases. The searches subject to the officer's potential bias are Consent, Reasonable Suspicion, Probable Cause, and Drug Dog Alert. These search types I refer to as *subjective* searches.

Overall Searches were down in 2006. Total vehicle and driver searches decreased 15.65% (128) and 14.75% (110) respectively. The rate of searches conducted dropped from 11.24% of all vehicles stopped to 9.26%, and from 10.25% of all drivers stopped to 8.53%.

More importantly, *subjective* searches were down even more. *Subjective* vehicle searches dropped 22.05% (73); *subjective* driver searches dropped 18.77% (55). The rate of *subjective* searches conducted dropped from 4.55% of all vehicles stopped to 3.46%, and from 4.04% of all drivers stopped to 3.19%.

The reduction in *subjective* searches was much more dramatic with Minority searches, specifically African Americans. There was a 16.85% reduction of all *subjective* searches for Caucasian vehicles, while Minority *subjective* searches dropped 46.55% (African American: -55.36%). There was a 16.53% decrease of all *subjective* searches for Caucasian drivers, while Minority driver *subjective* searches dropped 29.41% (African American: -34.00%).

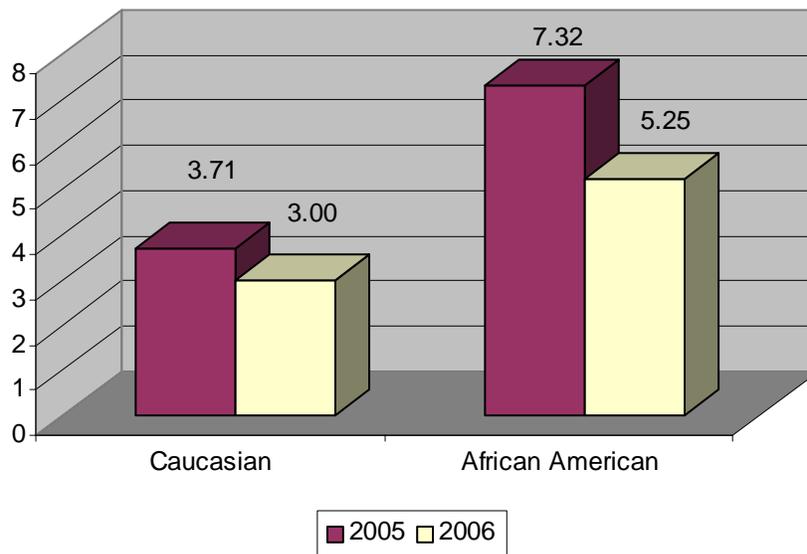
Percentage of *Subjective* Vehicle Searches on Total Stops



Of the 6,735 Caucasian stops, *subjective* vehicle searches were conducted on 3.37% (227). Of the 628 African American stops, *subjective* vehicle searches were conducted on 3.91% (25). Obviously, the rate of African American *subjective* vehicle searches is now only slightly above that of Caucasian *subjective* vehicle searches.

At 1.27% (8 searches), the rate of consent searches of African American vehicles is now below that of Caucasian vehicles (1.62%, 109 searches). There were no searches based on Reasonable Suspicion. Caucasian vehicles were searched based on Probable Cause at a rate of 0.31% (21 searches), is nearly identical to the rate of African American Vehicles (0.32%, 2 searches). African American vehicles (2.39%, 15 searches) were searched based on Drug Dog Alerts about 1.5 times as often as Caucasian vehicles (1.44%, 97 searches).

Percentage of *Subjective* Driver Searches on Total Stops



While there is a greater reduction in Minority *subjective* driver searches than that of Caucasians, there is still a discrepancy between Caucasian and Minority searches. Of the 6,735 Caucasian stops, *subjective* driver searches were conducted on 3.00% (202). Of the 628 African American stops, *subjective* driver searches were conducted on 5.25% (33). The rate of African American *subjective* driver searches was 1.75 times that of Caucasian driver searches.

At 4.46% (28 searches), the rate of consent searches of African American drivers is a little less than 1.75 times that of Caucasian drivers (2.66%, 179 searches). There were no searches based on Reasonable Suspicion. African American drivers were searched based on Probable Cause at a rate of 0.32% (2 searches), which is a little more than 2.5 times the rate of Caucasian drivers (0.12%, 8 searches). African American drivers (0.48%, 3 searches) were searched based on Drug Dog Alerts a little more than twice as often as Caucasian drivers (0.22%, 15 searches).

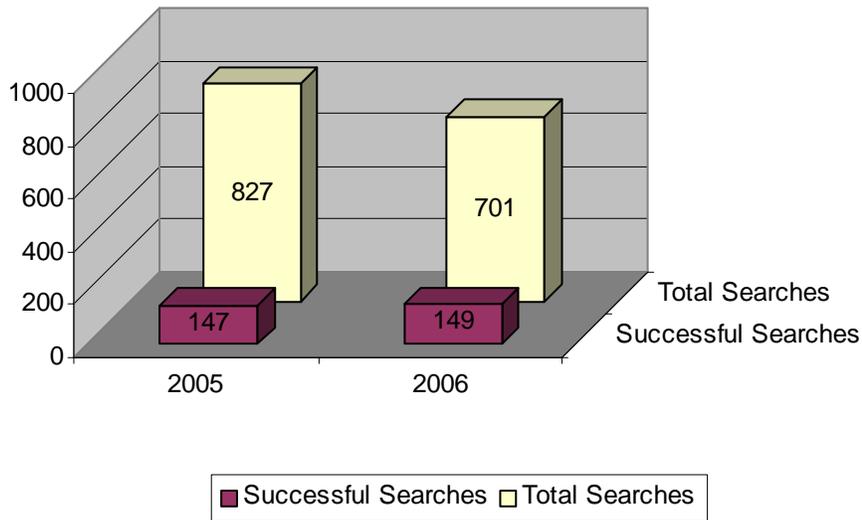
Search Success Rate

Not only did our officers conduct less vehicle and driver searches in 2006, but also their rate of successful searches increased. The overall success rate went from 17.78% in 2005 to 21.26% this year. Searches (vehicle, driver or combination) were conducted on 126 less vehicle stops, 701 as compared to 827 in 2005. Successful searches were conducted on 2 more stops this year, 149 compared to 147. The combination of less searches and more frequent success indicates that the officers are being more responsible and selective in their searches. In other words, more of the right vehicles and drivers are being searched.

With the exception of Hispanic and Asian/Pacific Islander statistics (there were no Native American/Alaskan searches), which are skewed based on low numbers, the success rate was fairly even between Caucasian and Minority searches. The rate of success for searches on Caucasian stops was 21.73%, while the Minority rate was 19.26%. The Minority search success rate broken down by race is as follows: African American – 19.35%, Hispanic – 12.50%, Asian/Pacific Islander – 33.00%, and Native American/Alaskan – DNA.

Once again, the most common contraband found on the successful searches was Drugs/Alcohol (134). This year weapons were found in 3 searches, 1 more than last year. No stolen property was recovered. Other property was recovered in 12 Caucasian searches.

Two-Year Overall Search Success Comparison



CONCLUSION

I find the statistics from 2006 satisfying. We, as a department, are working hard to keep our community safe and free from crime. Our officers continue to stop more cars and taken more investigative and enforcement action than in years past. The Minority stop ratio continues to decline. In 2004 the ratio was 1.90, while in 2006 it dropped to 1.75. Specific to African American stops, the ratio dropped from 1.86 to 1.69 in those two years. Total stops increased again in 2006 even though Minority stops decreased. In fact, African American stops decreased at more than twice the rate that Caucasian stops increased. Caucasian drivers continue to receive citations at a higher rate than African American drivers, although the ratios are leveling off more. I am very pleased with the change in our search statistics. 2006 saw a huge decrease in the number and frequency of searches on vehicle stops. Despite conducting less searches, our officers experienced more success both in volume and percentage. The combination of fewer searches and more success indicates that our officers are making more responsible decisions and therefore more quality searches on vehicle stops.

More so than before, I believe that when you look our current numbers and percentages and compare them to the past, the findings of this report support the conclusion that no officers of the Quincy Police Department are involved with bias based policing practices. The fact that our Minority stop percentages, while slowly coming down, are somewhat consistent with the prior years lend credibility to the rationale offered in prior years and restated further in this report. I would contend that the reduction seen is due to a combination of both normal fluctuation and officer awareness, and is not due to a conscious decision to stop racial profiling. If this were the case, we would see a much larger change in statistics. This is not to say that we, both as a department and as individuals, should not remain vigilant against the potential for bias based policing practices.

It is fact that African Americans are stopped at the rate of 1.75 times that of their population in Quincy. Another fact is that the Quincy Police Department responds to more calls for service in the northwest portion of the city and therefore assigns more resources to this area. It is also fact that most of our minority population lives in this area as well. Based on these facts and others noted in the findings cited above, for a variety of reasons the racial stop rate is not a good barometer of bias based policing.

The rate of enforcement action in the stops is more the telling tale. Although they are leveling off more, Minority drivers, and specifically African Americans, are issued citations at a lower rate than Caucasian drivers. African American drivers who are stopped receive citations 2.50% less than Caucasian drivers. Meanwhile, Caucasians receive verbal warnings slightly more often, and African Americans are more prone to receive written warnings. Verbal warnings were down sharply and were almost nonexistent for Minority drivers. The concern of verbal warnings is that they provide no documentation to support the profiling statistics submitted.

Subjective searches were greatly reduced in 2006, more so for African American stops. The reduction rate of African American *subjective* searches (55.36%) was more than three times that of the Caucasian reduction (16.85%). Last year African American vehicles were subject to Drug Dog Alert searches approximately 3:1 over Caucasian vehicles. This year the ratio was cut in half and is now 1.5:1. Even more impressive is the change in vehicle Consent searches. Last year African American vehicles were subject to Consent searches 2:1 over Caucasian vehicles; in 2006 African American vehicles were less likely to be searched based on Consent than those driven by Caucasian drivers.

However, when looking at areas vulnerable to officer bias such as searches, it is important to step back and to look at the raw numbers involved here and not to get hung up on percentages. While there is still a higher rate of *subjective* searches for African Americans, and specifically for Drug Dog Alert vehicle searches, I do not find the raw numbers that alarming. There were 227 *subjective* Caucasian vehicle searches and only 25 *subjective* African American vehicle searches. There were 109 Caucasian Consent searches and 8 African American Consent searches. There were 97 Caucasian Drug Dog Alert vehicle searches and 15 African American Drug Dog Alert vehicle searches. Caucasian Drug Dog Alert vehicle searches increased by 21, while African American Drug Dog Alert vehicle searches dropped by 4.

The 2006 statistics show fluctuation in stops for Hispanic drivers and an increase for Asian/Pacific Islander drivers. We stopped 36 Hispanic drivers in 2004, 30 in 2005 and now 40 in 2006. There was an increase in *subjective* vehicle searches as well; 1, 1 and 4 respectively (3 Consent, 1 Drug Dog Alert). The influx of Hispanic stops has been in Beats 2 and 4. Asian/Pacific Islander stops have steadily increased from 18 in 2004, 33 in 2005 and now 47 in 2006. *Subjective* searches increased from 0, 0, to 2 respectively (2 Consent). The influx in Asian/Pacific Islander stops has been in Beats 2 and 5.

The Quincy Police Department is committed to policing in an unbiased manner in all of its encounters between police officers and citizens and re-enforces procedures that serve to maintain public confidence and trust through the provision of services in a fair and equitable fashion. The racial profiling statistic studies are yet another tool to measure the success of the department in this area. By the collection of statistics, continuing education and the fair application of discipline when necessary, we will ensure that every citizen of the City of Quincy receives fair treatment and the protection of their rights guaranteed by the Constitution of the United States.

Respectfully Submitted,

Robert A. Copley
Chief of Police