

**QUINCY POLICE DEPARTMENT
ANNUAL REPORT ON
RACIAL PROFILING STATISTICS
CALENDAR YEAR 2008**

**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 2008. These statistics were kept in compliance with Illinois law. In my opinion, as with the previous years, the review of these statistics shows no indication of bias based policing practices by the department or its officers.

2008 is the fifth 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. Being the fifth year, this report will not only compare 2008 statistics with those from 2007, but also will review and compare the entire five years.

As with previous years, 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.

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.

Maintaining that stop statistics in and of themselves are not a good barometer of racial profiling, 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.

Once again, I commend the officers of the Quincy Police Department for their hard work and commitment. During 2008 our department continued its refocused efforts in Traffic Safety. In addition we took a strong stance in the various neighborhoods to combat an increase in gang violence, drug activity, and burglaries. In doing so, many drivers were stopped for minor violations so as to get a handle on who was travelling in these neighborhoods and curtail criminal activity. Moreover, I know that due to this type of aggressive policing more repeat offenders were stopped, which is reflected in our statistics. Overall, comparing to 2007 statistics, traffic stops decreased by 5.20% (368 stops) and duplicate stops (those stops with a driver who was been stopped more than once) increased by 61.54% (464 stops); meanwhile, vehicle and driver searches increased by 14.39% and 13.78% 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. As always, Ms. Vahlkamp did an outstanding job.

STANDARDS

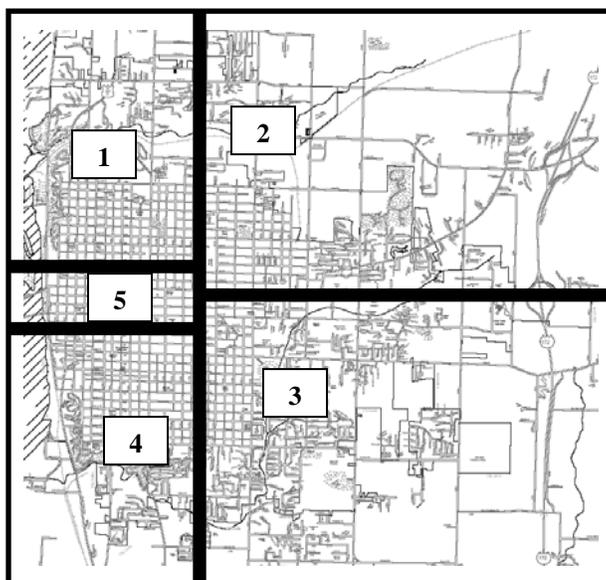
At the onset of this study in 2004, Northwestern University set a benchmark for the minority population (all inclusive) of each Illinois city and county based on census figures of the population fifteen years of age and older. This original benchmark set for Quincy, which we continue to use, is 5.49%. 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 2008. 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.



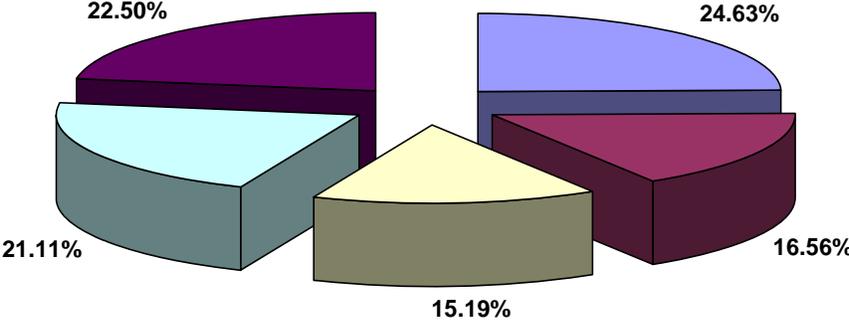
In 2008 the Quincy Police Department responded to a total of 38,845 calls for service. The largest percentage of calls was in Beat 1 (24.63%), followed by Beat 5 (22.50%), Beat 4 (21.11%), Beat 2 (16.56%) and finally Beat 3 (15.19%).

Total Calls for Service by Beat – 2008					
Beat 1	Beat 2	Beat 3	Beat 4	Beat 5	Total
9,568	6,434	5,902	8,201	8,740	38,845
Percentage of Calls for Service by Beat – 2008					
Beat 1	Beat 2	Beat 3	Beat 4	Beat 5	Total
24.63%	16.56%	15.19%	21.11%	22.50%	100%

Comparing the calls for service statistics to 2007, 2008 saw a 2.51% decrease of calls for service from 39,845 to 38,845. While Beats 2, 3, and 5 decreased in calls for service (3.68%, 2.82%, and 9.33% respectively), Beats 1 and 4 saw increases of 0.05% and 3.94%. Beats 1 and 5 remain the most active and resource demanding of the city. Ending a two year trend, Beat 1 became the area with the most calls for service, surpassing Beat 5. The percentage of calls for service in the western half of the city remains fairly constant at 68.24%, as does the combined percentage for Beats 1 and 5 at 47.13%.

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.

2008 Calls for Service



Beat 1 Beat 2 Beat 3 Beat 4 Beat 5

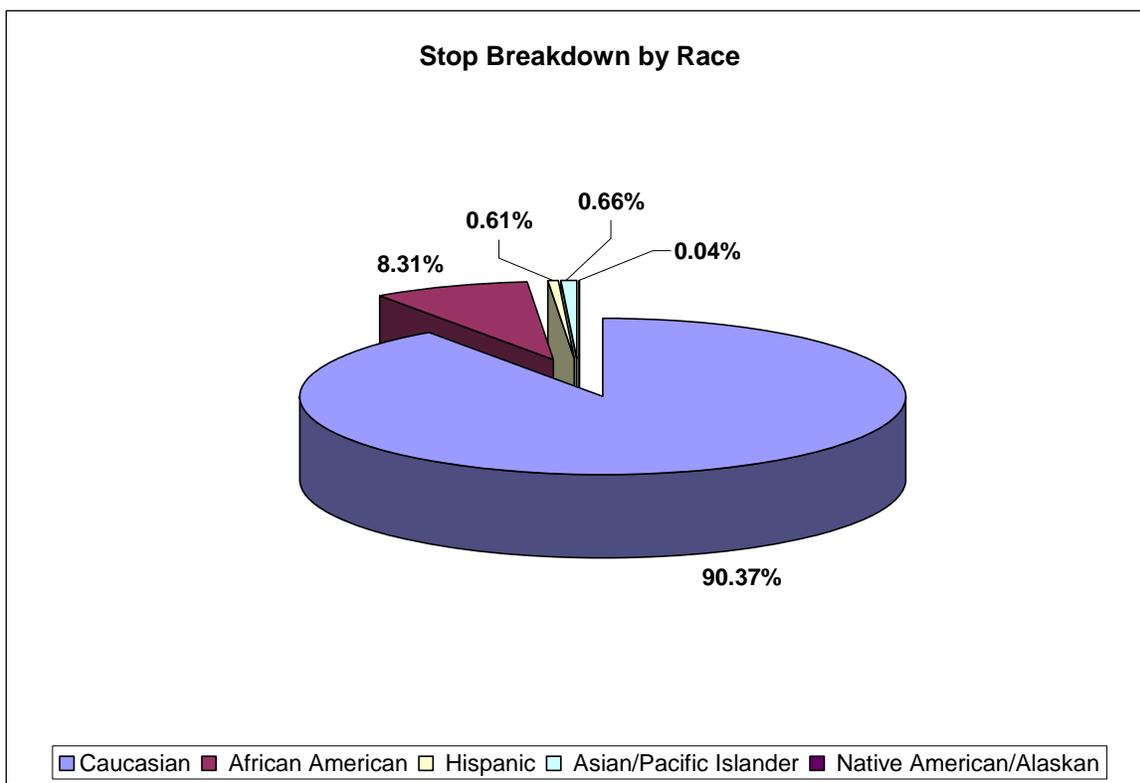
2008 STATISTICS

Total Stop Comparisons

In all, our officers recorded statistics for a total of 6,711 traffic stops during calendar year 2008. The racial breakdown of these stops by number and percent of the total stops was: Caucasian – 6,065 (90.37%) and Minority – 646 (9.63%). The Minority stops are broken down by race as follows: African American – 558 (8.31%), Hispanic – 41 (.61%), Asian/Pacific Islander – 44 (.66%), and Native American/Alaskan – 3 (.04%).

Obviously, among the 6,711 recorded stops there were drivers who were repeat offenders and stopped more than once. The total number of recorded individuals stopped was 5,493. The racial breakdown of individuals stopped by number and percent was: Caucasian – 4,977 (90.61%) and Minority – 516 (9.39%). The minority breakdown by specific race was: African American – 438 (7.97%), Hispanic – 39 (0.71%), Asian/Pacific Islander – 36 (0.66%), and Native American/Alaskan – 3 (0.05%).

As previously mentioned, stops with duplicate drivers increased by 61.54%, from 754 to 1218. Specifically, 17.94% (1,088) of the 6,065 Caucasian stops were duplicate drivers. Of the 558 African American stops, 21.51% (120) were duplicates. Of the 41 Hispanic stops, 4.88% (2) were duplicates. Of the 44 Asian/Pacific Islander stops, 8 (18.18%) was a duplicate. Finally, as in prior years, 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 – 1,432 (21.34%), Beat 2 – 1201 (17.90%), Beat 3 – 1,141 (17.00%), Beat 4 – 984 (14.66%), and Beat 5 – 1,953 (29.10%). Similar to calls for service, 65.10% of all stops were made in the western portion of Quincy, and specific to Beats 1 and 5, 50.44%.

The total 6,711 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	1,187	245	233	5	6	1	1,432
Beat 2	1,109	92	69	12	10	1	1,201
Beat 3	1,100	41	32	5	4	0	1,141
Beat 4	908	76	67	3	6	0	984
Beat 5	1,761	192	157	16	18	1	1,953
Total	6,065	646	558	41	44	3	6,711

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:

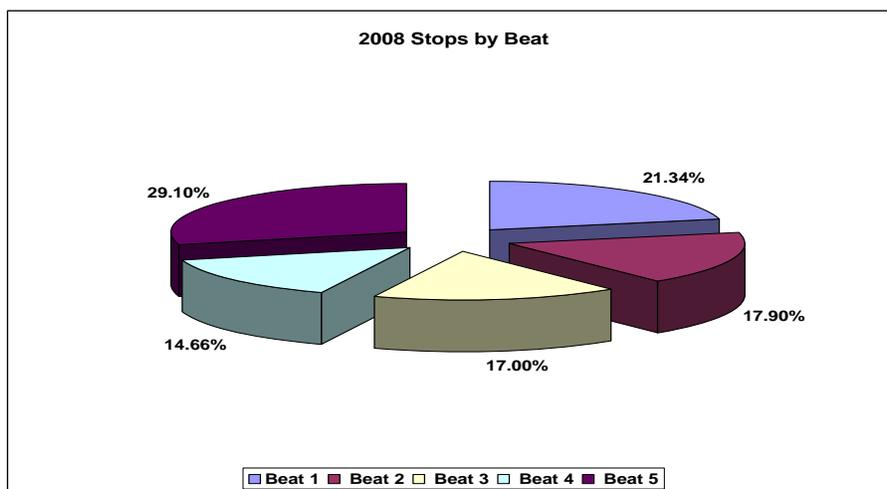
Beat 1: Caucasian – 82.89%, Minority – 17.11%, African American – 16.27%, Hispanic – 0.35%, Asian/Pacific Islander – 0.42%, Native American/Alaskan – 0.07%.

Beat 2: Caucasian – 92.34%, Minority – 7.66%, African American – 5.75%, Hispanic – 1.00%, Asian/Pacific Islander – 0.83%, Native American/Alaskan – 0.08%.

Beat 3: Caucasian – 96.41%, Minority – 3.59%, African American – 2.80%, Hispanic – 0.44%, Asian/Pacific Islander – 0.35%, Native American/Alaskan – 0.00%.

Beat 4: Caucasian – 92.28%, Minority – 7.72%, African American – 6.81%, Hispanic – 0.30%, Asian/Pacific Islander – 0.61%, Native American/Alaskan – 0.00%.

Beat 5: Caucasian – 90.17%, Minority – 9.83%, African American – 8.04%, Hispanic – 0.82%, Asian/Pacific Islander – 0.92%, Native American/Alaskan – 0.05%.



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 – 19.57%, Beat 2 – 18.29%, Beat 3 – 18.14%, Beat 4 – 14.97%, Beat 5 – 29.04%.

Minority: Beat 1 – 37.93%, Beat 2 – 14.24%, Beat 3 – 6.35%, Beat 4 – 11.76%, Beat 5 – 29.72%.

African American: Beat 1 – 41.76%, Beat 2 – 12.37%, Beat 3 – 5.73%, Beat 4 – 12.01%, Beat 5 – 28.14%.

Hispanic: Beat 1 – 12.20%, Beat 2 – 29.27%, Beat 3 – 12.20%, Beat 4 – 7.32%, Beat 5 – 39.02%.

Asian/Pacific Islander: Beat 1 – 13.64%, Beat 2 – 22.37%, Beat 3 – 9.09%, Beat 4 – 13.64%, Beat 5 – 40.91%.

Native American/Alaskan: Beat 1 – 33.33%, Beat 2 – 33.33%, Beat 3 – 0.00%, 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	3,946	394	342	24	26	2	4,340
Equipment Violation	1,549	185	157	13	14	1	1,734
License Violation	570	67	59	4	4	0	637
Total	6,065	646	558	41	44	3	6,711

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 – 90.92%, Minority – 9.08%, African American – 7.88%, Hispanic – 0.55%, Asian/Pacific Islander – 0.60%, Native American/Alaskan – 0.05%.

Equipment Violation: Caucasian – 89.33%, Minority – 10.67%, African American – 9.05%, Hispanic – 0.75%, Asian/Pacific Islander – 0.81%, Native American/Alaskan – 0.06%.

License Violation: Caucasian – 89.48%, Minority – 10.52%, African American – 9.26%, Hispanic – 0.63%, Asian/Pacific Islander – 0.63%, 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 rationale was:

Caucasian: Moving Violation – 65.06%, Equipment Violation – 25.54%, License Violation – 9.40%.

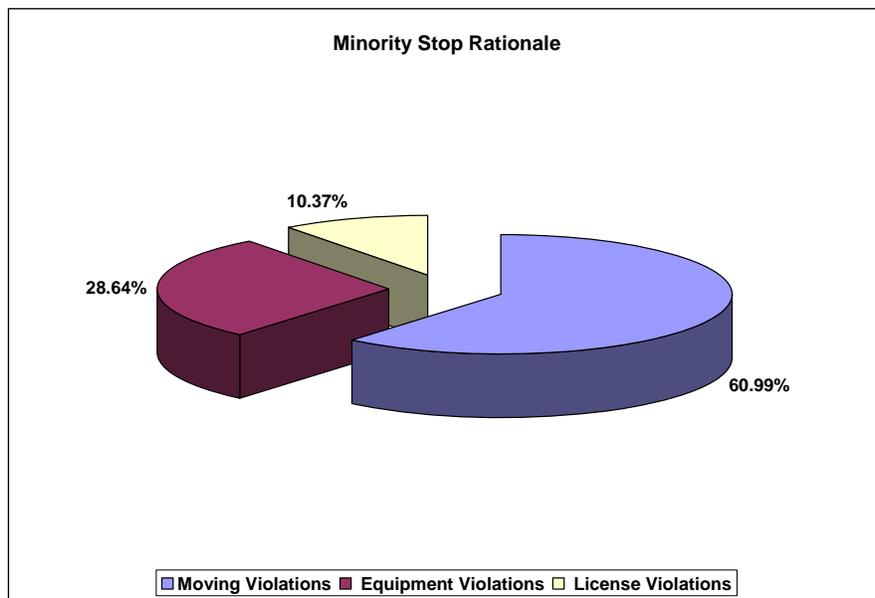
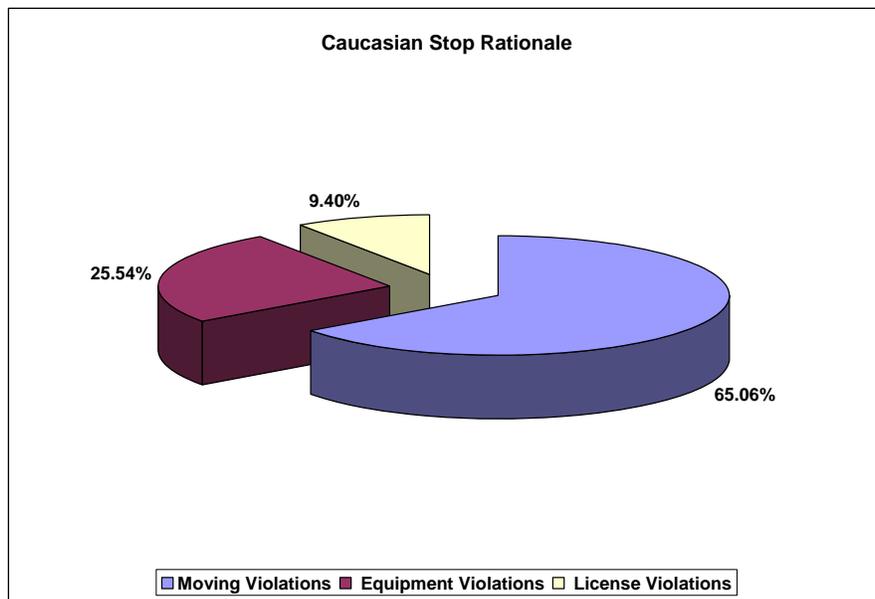
Minority: Moving Violation – 60.99%, Equipment Violation – 28.64%, License Violation – 10.37%.

African American: Moving Violation – 61.29%, Equipment Violation – 28.14%, License Violation – 10.57%.

Hispanic: Moving Violation – 58.54%, Equipment Violation – 31.71%, License Violation – 9.76%.

Asian/Pacific Islander: Moving Violation – 59.09%, Equipment Violation – 31.82%, License Violation – 9.09%.

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



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 a large decline last year, verbal warnings given to all races continues to be less than 1% of enforcement action taken.

Disposition	Caucasian	Minority	African American	Hispanic	Asian/Pacific Islander	Native American/Alaskan	Total
Citation	3,041	318	275	17	24	2	3,359
Written Warning	2,982	321	276	24	20	1	3,303
Verbal Warning	42	7	7	0	0	0	49
Total	6,065	646	558	41	44	3	6,711

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 – 90.53%, Minority – 9.47%, African American – 8.19%, Hispanic – 0.51%, Asian/Pacific Islander – 0.71%, Native American/Alaskan – 0.06%.

Written Warning: Caucasian – 90.28%, Minority – 9.72%, African American – 8.36%, Hispanic – 0.73%, Asian/Pacific Islander – 0.61%, Native American/Alaskan – 0.03%.

Verbal Warning: Caucasian – 85.71%, Minority – 14.29%, African American – 14.29%, 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 – 50.14%, Written Warning – 49.17%, Verbal Warning – 0.69%.

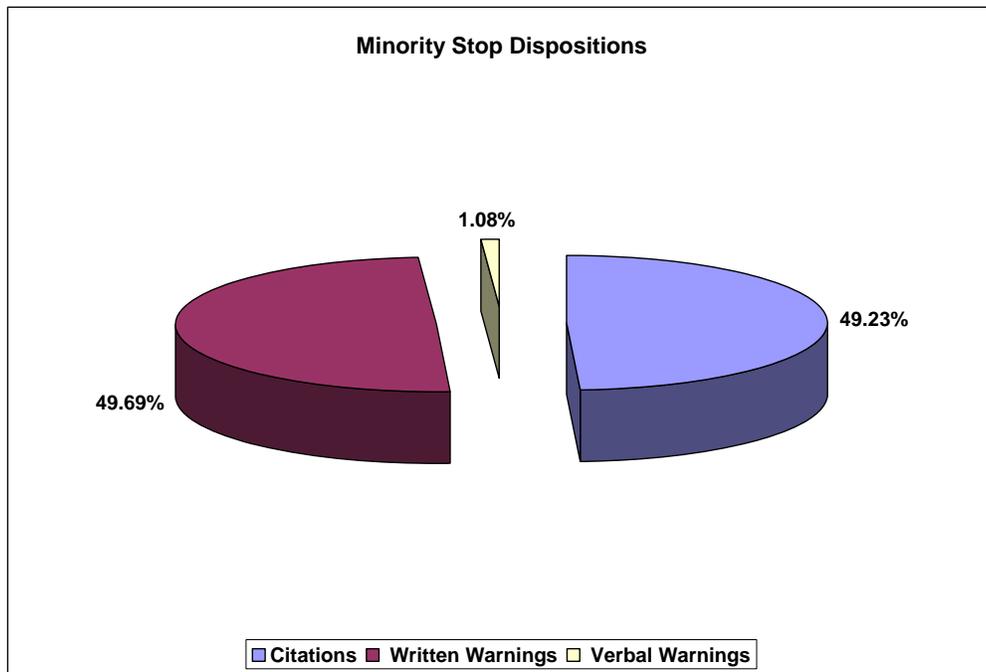
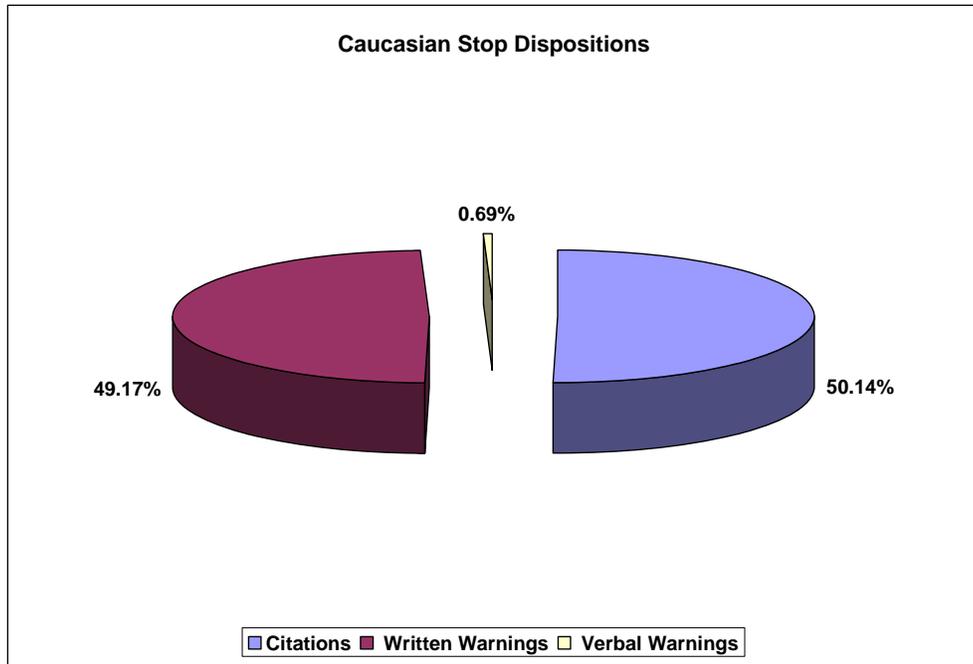
Minority: Citation/NOV – 49.23%, Written Warning – 49.69%, Verbal Warning – 1.08%.

African American: Citation/NOV – 49.28%, Written Warning – 49.46%, Verbal Warning – 1.25%.

Hispanic: Citation/NOV – 41.46%, Written Warning – 58.54%, Verbal Warning – 0.00%.

Asian/Pacific Islander: Citation/NOV – 54.55%, Written Warning – 45.45%, Verbal Warning – 0.00%.

Native American/Alaskan: Citation/NOV – 66.67%, Written Warning – 33.33%, Verbal Warning – 0.00%.

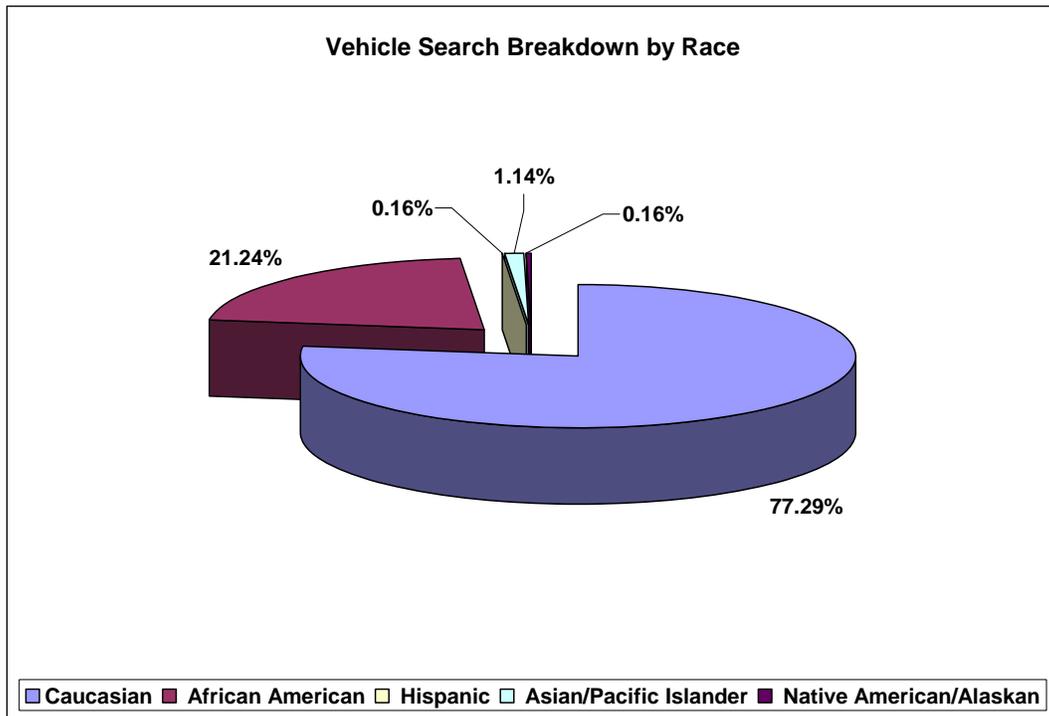


Search Comparisons

During the course of a vehicle stop, an officer may have the occasion to search the driver, the vehicle, or both. Of the total 6,711 recorded stops, vehicle searches were conducted on 612 stops (9.12%) and driver searches were conducted on 512 stops (7.63%). 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.

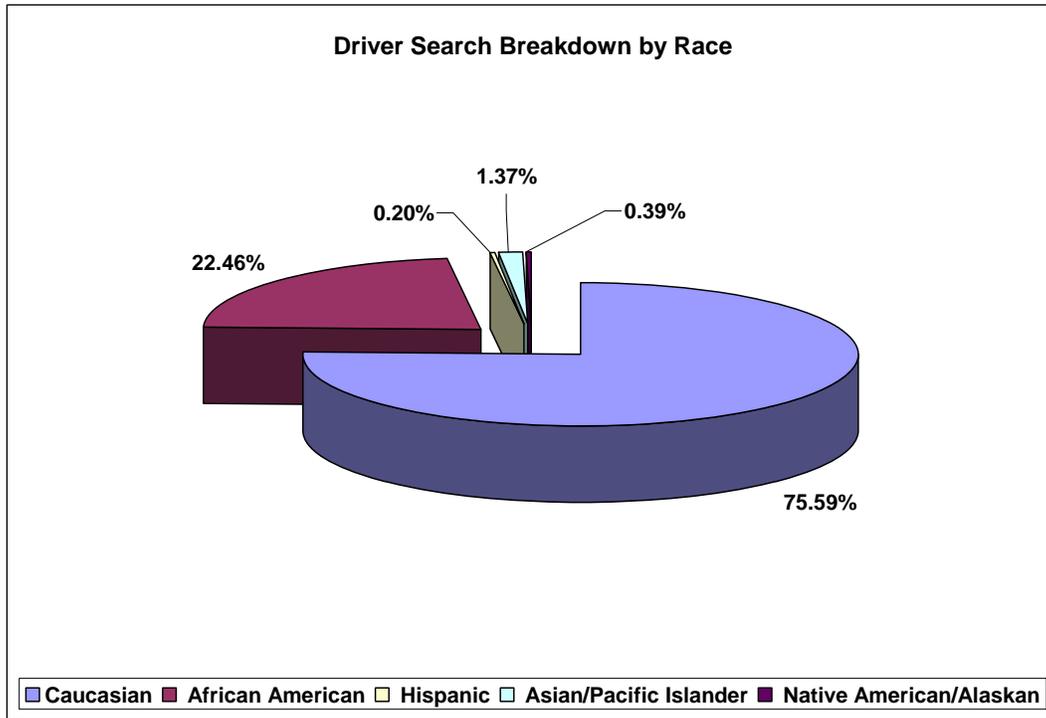
Of the 612 vehicles searched, 473 (77.29%) were driven by Caucasians and Minorities drove 139 (22.71%). Specifically, 130 (21.24%) were driven by African Americans, 1 (0.16%) was driven by Hispanics, 7 (1.14%) were driven by Asian/Pacific Islanders and Native American/Alaskans drove 1 (0.16%).

Of the 6,065 vehicles stopped that had Caucasian Drivers, 7.80% were searched. Of the 646 vehicles stopped that had Minority drivers, 21.52% were searched. Likewise, 23.30% of the 558 vehicles stopped that had African American drivers were searched, as were 2.44% of the 41 Hispanic vehicles, 15.91% of the 44 Asian/Pacific Islander vehicles and 33.33% of the 3 Native American/Alaskan vehicles stopped were searched.



Of the 512 drivers searched, 387 (75.59%) were Caucasian and 125 (24.41%) were Minority. Specifically, 115 (22.46%) were African American, 1 (0.20%) was Hispanic, 7 (1.37%) were Asian/Pacific Islander and 2 (0.39%) were Native American/Alaskan.

Of the 6,065 Caucasian stops, 6.38% of the drivers were searched. Of the 646 Minority stops, 19.35% of the drivers were searched. Likewise, 20.61% of the 558 African American drivers stopped were searched, as were 2.44% of the 41 Hispanic drivers, 15.91% of the 44 Asian/Pacific Islander drivers, and 66.67% of the 3 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	42	3	3	0	0	0	45
Reasonable Suspicion	0	0	0	0	0	0	0
Probable Cause	20	3	2	0	1	0	23
Incident to Arrest	235	68	62	1	4	1	303
Custodial Arrest	44	15	15	0	0	0	59
Drug Dog Alert	131	50	48	0	2	0	181
Other	1	0	0	0	0	0	1
Total	473	139	130	1	7	1	612

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 – 8.88%, Reasonable Suspicion – 0.00%, Probable Cause – 4.23%, Incident to Arrest – 49.68%, Custodial Arrest – 9.30%, Drug Dog Alert – 27.70%, Other – 0.21%.

Minority: Consent – 2.16%, Reasonable Suspicion – 0.00%, Probable Cause – 2.16%, Incident to Arrest – 48.92%, Custodial Arrest – 10.79%, Drug Dog Alert – 35.97%, Other – 0.00%.

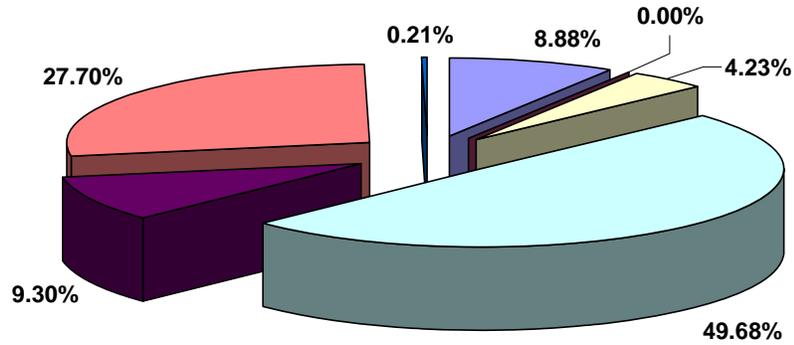
African American: Consent – 2.31%, Reasonable Suspicion – 0.00%, Probable Cause – 1.54%, Incident to Arrest – 47.69%, Custodial Arrest – 11.54%, Drug Dog Alert – 36.92%, Other – 0.00%.

Hispanic: Consent – 0.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Incident to Arrest – 100.00%, Custodial Arrest – 0.00%, Drug Dog Alert – 0.00%, Other – 0.00%.

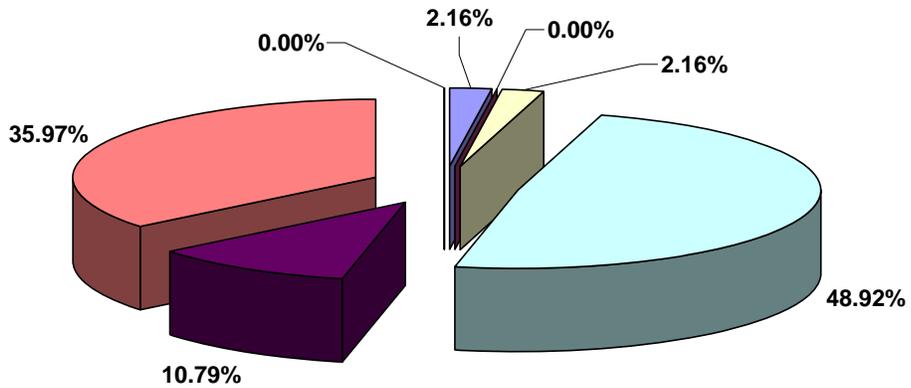
Asian/Pacific Islander: Consent – 00.00%, Reasonable Suspicion – 0.00%, Probable Cause – 14.29%, Incident to Arrest – 57.14%, Custodial Arrest – 0.00%, Drug Dog Alert – 28.57%, Other – 00.00%.

Native American/Alaskan: Consent – 0.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Incident to Arrest – 100.00%, Custodial Arrest – 0.00%, Drug Dog Alert – 0.00%, Other – 0.00%.

Caucasian Vehicle Searches by Type



Minority Vehicle Searches by Type



Driver Searches

Driver Search Type	Caucasian	Minority	African American	Hispanic	Asian/Pacific Islander	Native American/Alaskan	Total
Consent	86	38	33	0	5	0	124
Reasonable Suspicion	0	0	0	0	0	0	0
Probable Cause	15	1	1	0	0	0	16
Incident to Arrest	209	64	59	1	2	2	273
Custodial Arrest	60	15	15	0	0	0	75
Drug Dog Alert	5	1	1	0	0	0	6
Other	12	6	6	0	0	0	18
Total	387	125	115	1	7	2	512

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 – 22.22%, Reasonable Suspicion – 0.00%, Probable Cause – 3.88%, Incident to Arrest – 54.01%, Custodial Arrest – 15.50%, Drug Dog Alert – 1.29%, Other – 3.10%.

Minority: Consent – 30.40%, Reasonable Suspicion – 0.00%, Probable Cause – 0.80%, Incident to Arrest – 51.20%, Custodial Arrest – 12.00%, Drug Dog Alert – 0.80%, Other – 4.80%.

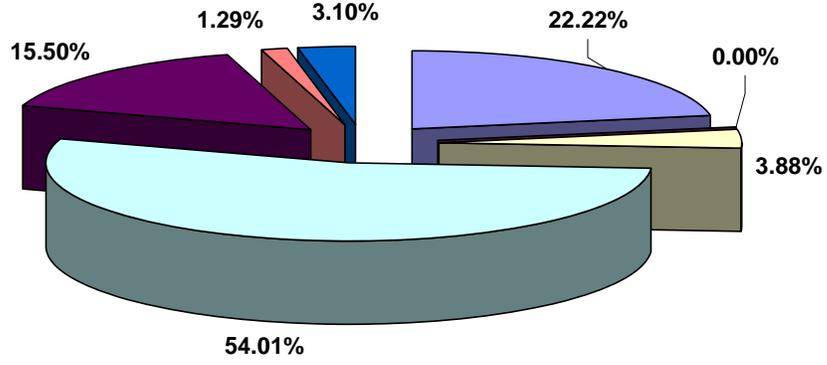
African American: Consent – 28.70%, Reasonable Suspicion – 0.00%, Probable Cause – 0.87%, Incident to Arrest – 51.30%, Custodial Arrest – 13.04%, Drug Dog Alert – 0.87%, Other – 5.22%.

Hispanic: Consent – 0.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Incident to Arrest – 100.00%, Custodial Arrest – 0.00%, Drug Dog Alert – 0.00%, Other – 0.00%.

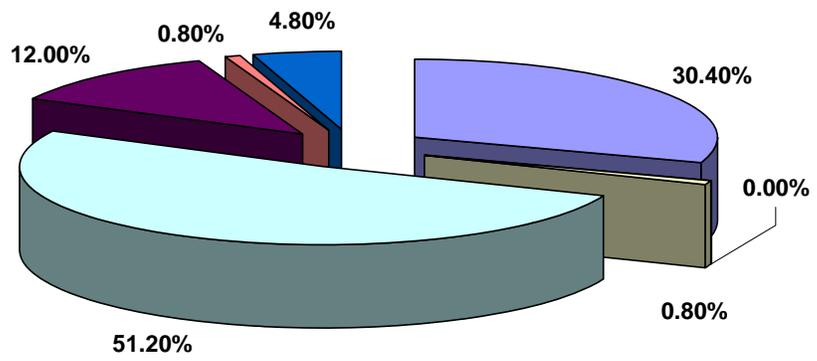
Asian/Pacific Islander: Consent – 71.43%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Incident to Arrest – 28.57%, Custodial Arrest – 0.00%, Drug Dog Alert – 0.00%, Other – 0.00%.

Native American/Alaskan: Consent – 0.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Incident to Arrest – 100.00%, Custodial Arrest – 0.00%, Drug Dog Alert – 0.00%, Other – 0.00%.

Caucasian Driver Searches by Type



Minority Driver Search by Type



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 – 0.69%, Reasonable Suspicion – 0.00%, Probable Cause – 0.33%, Drug Dog Alert – 2.16%, Incident to Arrest/Custodial Arrest – 4.60%, Other – 0.02%.

Minority: Consent – 0.46%, Reasonable Suspicion – 0.00%, Probable Cause – 0.46%, Drug Dog Alert – 7.74%, Incident to Arrest/Custodial Arrest – 12.85%, Other – 0.00%.

African American: Consent – 0.54%, Reasonable Suspicion – 0.00%, Probable Cause – 0.36%, Drug Dog Alert – 8.60%, Incident to Arrest/Custodial Arrest – 12.80%, Other – 0.00%.

Hispanic: Consent – 0.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Drug Dog Alert – 0.00%, Incident to Arrest/Custodial Arrest – 2.44%, Other – 0.00%.

Asian/Pacific Islander: Consent – 0.00%, Reasonable Suspicion – 0.00%, Probable Cause – 2.27%, Drug Dog Alert – 4.55%, Incident to Arrest/Custodial Arrest – 9.09%, 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 – 33.33%, 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 – 1.42%, Reasonable Suspicion – 0.00%, Probable Cause – 0.25%, Drug Dog Alert – 0.08%, Incident to Arrest/Custodial Arrest – 4.44%, Other – 0.20%.

Minority: Consent – 5.88%, Reasonable Suspicion – 0.00%, Probable Cause – 0.15%, Drug Dog Alert – 0.15%, Incident to Arrest/Custodial Arrest – 12.23%, Other – 0.93%.

African American: Consent – 5.91%, Reasonable Suspicion – 0.00%, Probable Cause – 0.18%, Drug Dog Alert – 0.18%, Incident to Arrest/Custodial Arrest – 13.26%, Other – 1.08%.

Hispanic: Consent – 0.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Drug Dog Alert – 0.00%, Incident to Arrest/Custodial Arrest – 2.44%, Other – 0.00%.

Asian/Pacific Islander: Consent – 11.36%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Drug Dog Alert – 0.00%, Incident to Arrest/Custodial Arrest – 4.55%, Other – 0.00%.

Native American/Alaskan: Consent – 00.00%, Reasonable Suspicion – 0.00%, Probable Cause – 0.00%, Drug Dog Alert – 0.00%, Incident to Arrest/Custodial Arrest – 66.67%, 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 – 21.76%, Reasonable Suspicion – 0.00%, Probable Cause – 10.36%, Drug Dog Alert – 67.88%.

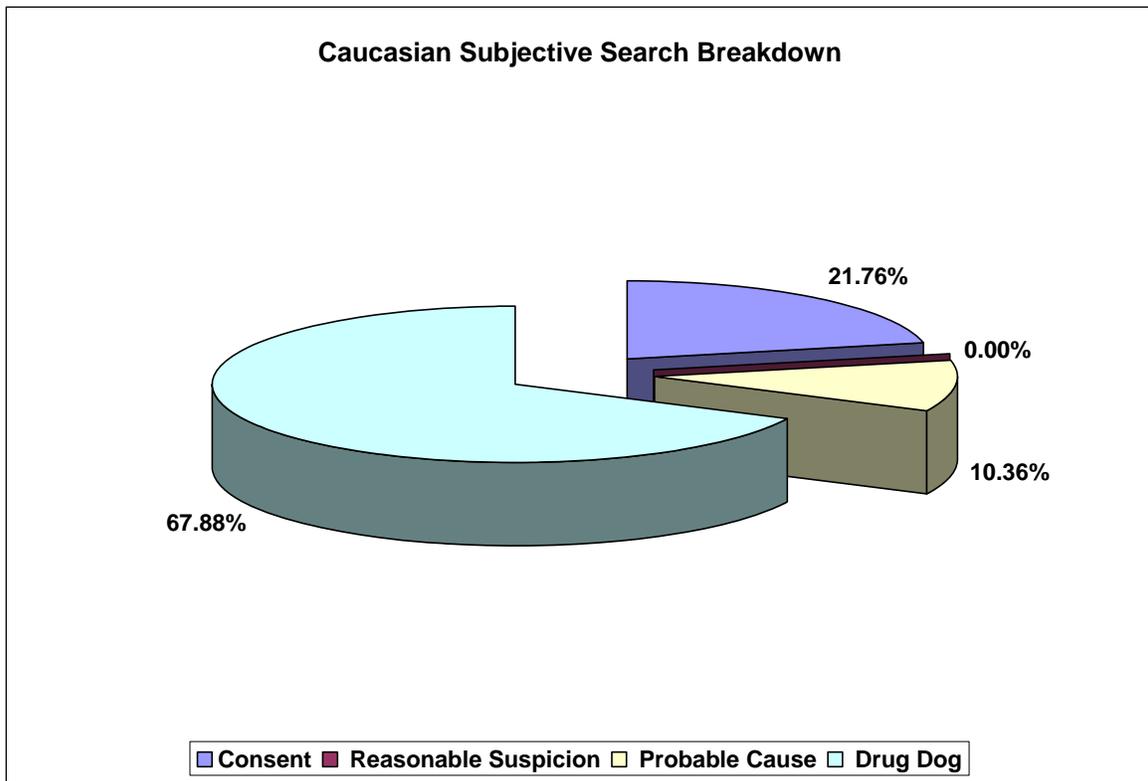
Minority: Consent – 5.36%, Reasonable Suspicion – 0.00%, Probable Cause – 5.36%, Drug Dog Alert – 89.29%.

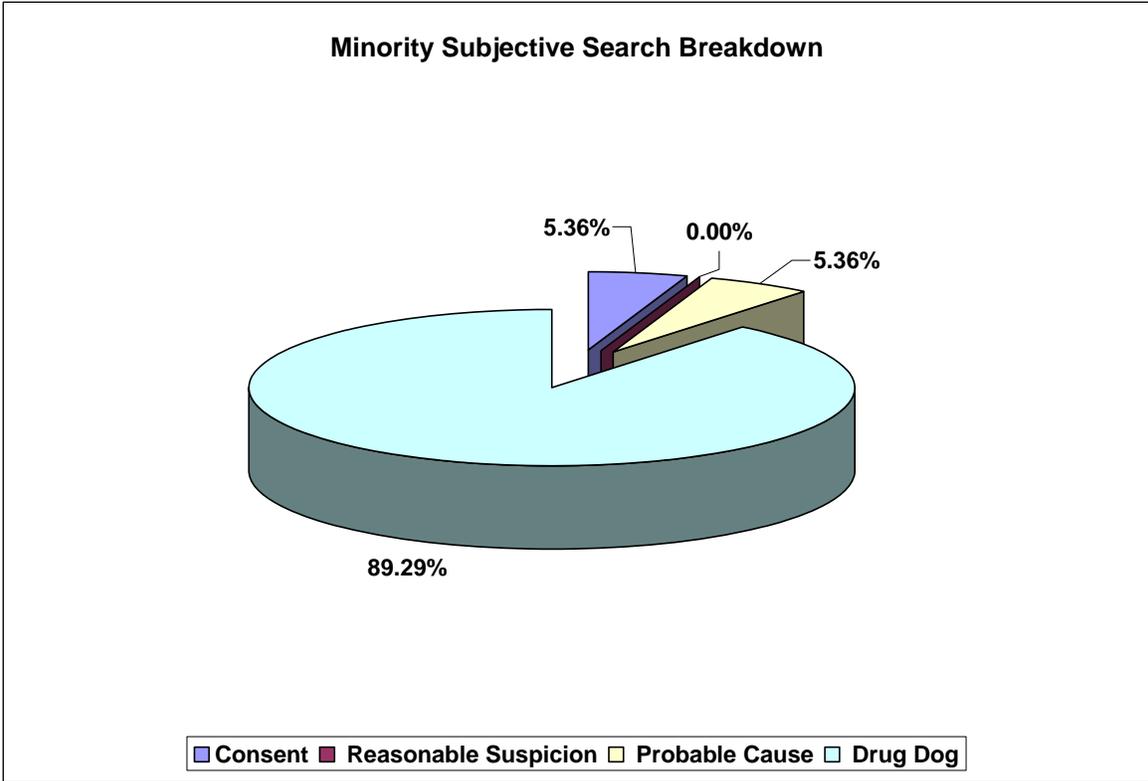
African American: Consent – 5.66%, Reasonable Suspicion – 0.00%, Probable Cause – 3.77%, Drug Dog Alert – 90.57%.

Hispanic: No *subjective* searches.

Asian/Pacific Islander: Consent – 0.00%, Reasonable Suspicion – 0.00%, Probable Cause – 33.33%, Drug Dog Alert – 66.67%.

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 – 81.13%, Reasonable Suspicion – 0.00%, Probable Cause – 14.15%, Drug Dog Alert – 4.72%.

Minority: Consent – 95.00%, Reasonable Suspicion – 0.00%, Probable Cause – 2.50%, Drug Dog Alert – 2.50%.

African American: Consent – 94.29%, Reasonable Suspicion – 0.00%, Probable Cause – 2.86%, Drug Dog Alert – 2.86%.

Hispanic: No *subjective* searches.

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.

INDIVIDUAL OFFICER STATISTICS

There were 60 officers who recorded traffic stops during calendar year 2008. I am more pleased with the individual officer statistics this year; in that fewer had more than 20% Minority Stops and more had no Minority Stops.

Five officers had over 20% Minority Stops (one officer made only 9 stops with 2 drivers being Minority. Three of the other four officers were assigned to the Street Crimes Unit, while one routinely works Beat 1. Sixteen 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. Nineteen officers had 5% or fewer Minority stops (eleven of them had 100% Caucasian stops).

COMPARISON TO 2007 STATISTICS

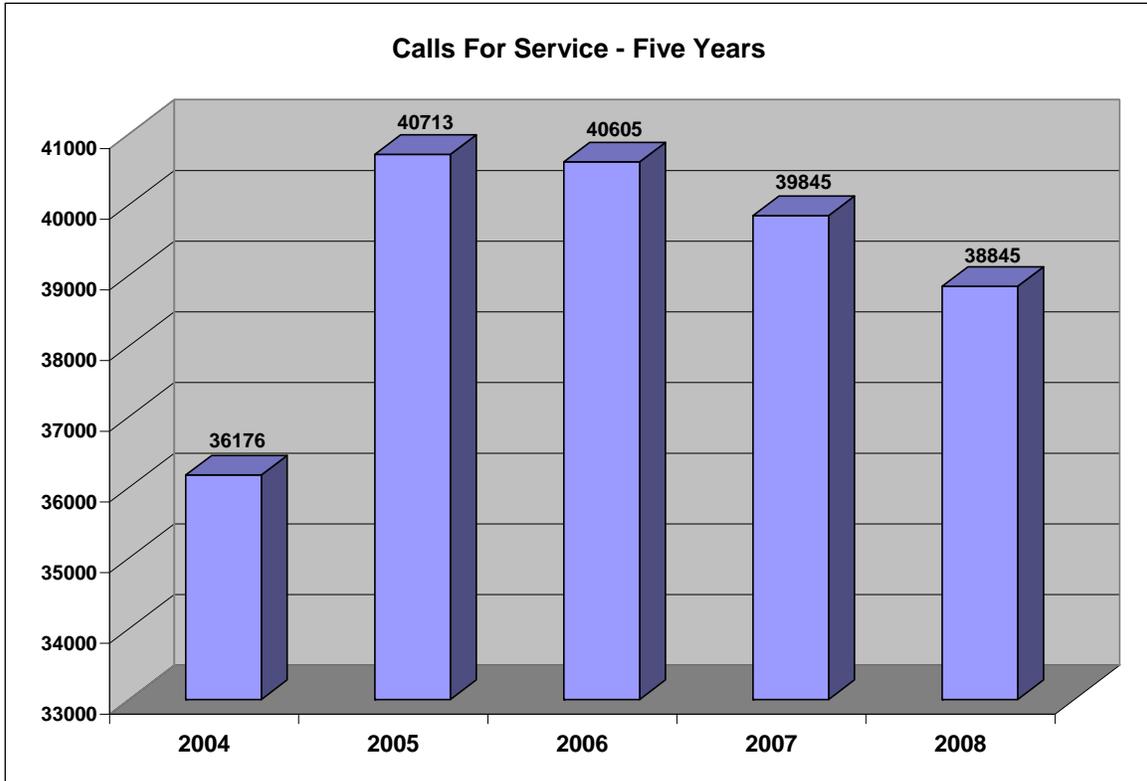
A comparison between 2007 and 2008 statistics reveals an increase in written warnings, and both vehicle and driver searches; all other statistics decreased. Calls for service decreased by 2.51%. Overall stops decreased by 5.20%. Citations and verbal warnings decreased 9.49% and 17.65% respectively, while written warnings increased by 1.36%. Vehicle searches increased 14.39% and driver searches increased by 13.78%.

While 2007 saw an increase in the Caucasian/Minority breakdown of stops, 2008 statistics reversed direction. The 2008 Minority Stop ratio dropped from 10.26% to 9.63%, ironically the exact ratio from 2006. What little disparity there was in citations issued to Minority drivers versus Caucasian drivers has all but disappeared. At its widest gap, in 2007 52.89% of Caucasians stopped received citations as compared to 46.28% of the Minority drivers; in 2008 the percentage of citations written to Caucasian and Minority drivers was 50.14% and 49.23% respectively. Likewise, the ratio of written warnings between Caucasian and Minority drivers stopped has leveled out considerably, with 49.17% of Caucasian drivers stopped receiving written warnings, compared to 49.69% of The Minority drivers.

While total vehicle searches rose 14.39% this year, the increase was only in Caucasian searches, as Minority vehicle searches decreased. Caucasian vehicle searches increased 24.47% (93 actual searches), while Minority and African American vehicle searches decreased 10.32% (16 searches) and 9.09% (13 searches) respectively. Changes in driver searches were similar with a 13.78% overall increase. Caucasian driver searches rose 24.44% (76 actual searches); while Minority driver searches decreased 10.07% (14 searches) and African American searches dropped 10.16% (13 searches).

Calls For Service

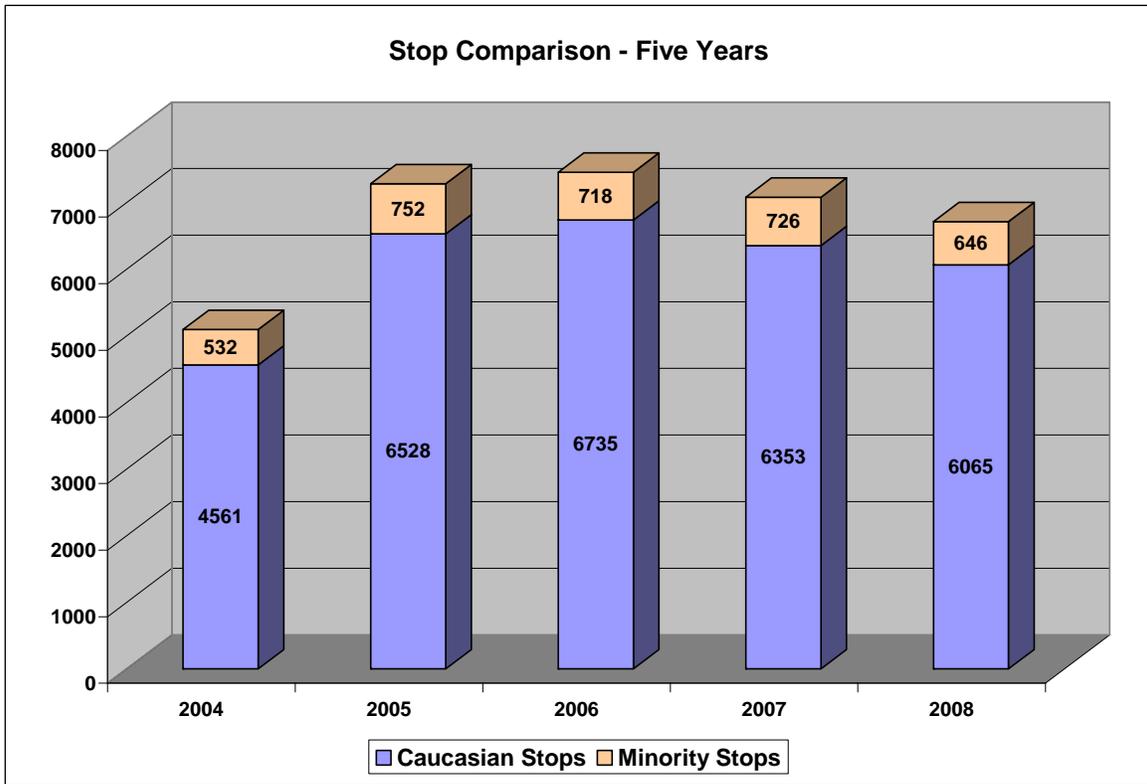
Comparing the calls for service statistics to 2007, 2008 saw another decrease in calls for service from 39,845 to 38,845 (-2.51%). Beats 1 and 4 increased; meanwhile Beats 2, 3 and 5 had a decrease in calls for service. The following is a list of the percentage changes for each beat. Beat 1: +0.05%, Beat 2: -3.68%, Beat 3: -2.82%, Beat 4: +3.94%, Beat 5: -9.33%. Beats 1 and 5 by far continue to be the most active and resource demanding of the city. In 2008 Beat 1 became the area with the most calls for service for the first time since 2004. In the past five years the top two beats (1 and 5) have been within one thousand calls for service of each other, give or take. In 2008 Beat 1 leads Beat 5 by 828 calls. Interestingly, in the past two years Beat 1 increased 6.26% while Beat 5 decreased 16.07; all while the total calls for service in Quincy decreased 4.33. The percentage of calls for service in the western half of the city was fairly constant at 68.24 (2004 - 67.82%, 2005 - 68.60%, 2006 - 67.81%, 2007 - 67.99%), as was the percentage for Beats 1 and 5 alone at 47.13% (2004 - 46.61%, 2005 - 49.83%, 2006 - 47.81%, 2007 - 48.19%).



Stops

For the second year in a row the number of total stops has decreased in 2008. There was an overall stop decrease of 5.20% (368 actual stops). Caucasian stops decreased by 4.53% (288 actual stops); Minority stops decreased at a higher rate of 11.02% (80 actual stops). Specifically, African American stops decreased 10.86% (68), Hispanic stops decreased 16.33% (8), Asian/Pacific Islander stops decreased 6.38% (3), and Native American/Alaskan stops decreased 25% (1).

The breakdown of Caucasian/Minority stops again changed from 2007. Caucasian stop ratios increased from 89.74% to 90.37%, while the Minority stop ratios dropped from 10.26% to 9.63%. Specific to race, the minority breakdown is as follows: African American – down from 8.84% to 8.31%, Hispanic – down from 0.69% to 0.61%, Asian/Pacific Islander – no change at 0.66%, and Native American/Alaskan – down from 0.06% to 0.04%.



Stops by Beat

When broken down by beat, the stop totals show that increases and decreases indicate a move back to the typical trend seen prior to 2007. Beats 2 and 5 had an increase in stops, while those in Beats 1, 3 and 4 decreased. As stated, this flattened Beats 2, 3 and 4 to similar levels, all below 20%, while Beats 1 and 5 remain the highest, with both above 20%. The following is a list of the percentage changes for stops in each beat. Beat 1: -6.34%, Beat 2: +31.83%, Beat 3: -31.47%, Beat 4: -11.59%, Beat 5: +4.94%.

Caucasian stops decreased in Beat 1 by 7.12%, while Minority stops decreased 3.39% (African American: -0.43%, Hispanic: -50.00%, Asian/Pacific Islander: -14.29%, Native American/Alaskan: no change). The Beat 2 increase for Caucasian stops was 32.81% and for Minorities it was 21.05% (African American: +2.99%, Hispanic: +200.00%, Asian/Pacific Islander: +100.00%, Native American/Alaskan: increased from 0 to 1 stop). Caucasian stops decreased in Beat 3 by 30.56% as Minority stops decreased by 49.38% (African American: -40.74%, Hispanic: -58.33%, Asian/Pacific Islander: -66.67%, Native American/Alaskan: -100.00%). In Beat 4 Caucasian stops decreased 9.47% and Minority stops decreased 30.91% (African American: -28.72%, Hispanic: -70.00%, Asian/Pacific Islander: no change, Native American/Alaskan: no change). In Beat 5 Caucasian stops increased 6.53% while Minority stops decreased 7.69% (African American: -11.30%, Hispanic: +23.08%, Asian/Pacific Islander: +5.88%, Native American/Alaskan: no change).

With the exception of in Beat 1, Caucasian stops either increased at a higher rate or decreased by a slower rate than Minority Stops (in Beat 5, Caucasian stops actually increased as Minority stops decreased overall). This effectively means that in these four beats the change in frequency of stops was favorable to Minority stops (a greater reduction or a smaller increase of Minority stops). In Beats 2 and 5 the rates were roughly 10% different, while in Beats 3 and 4 they were roughly 20% different. However, in Beat 1, while stops reduced across the board, the reduction of Minority stops was roughly 5% less than that of Caucasian stops (2.39% versus 7.12%). Specifically, African American stops reduced only at a rate of 0.43%, which geographically makes sense.

Stop Rationale

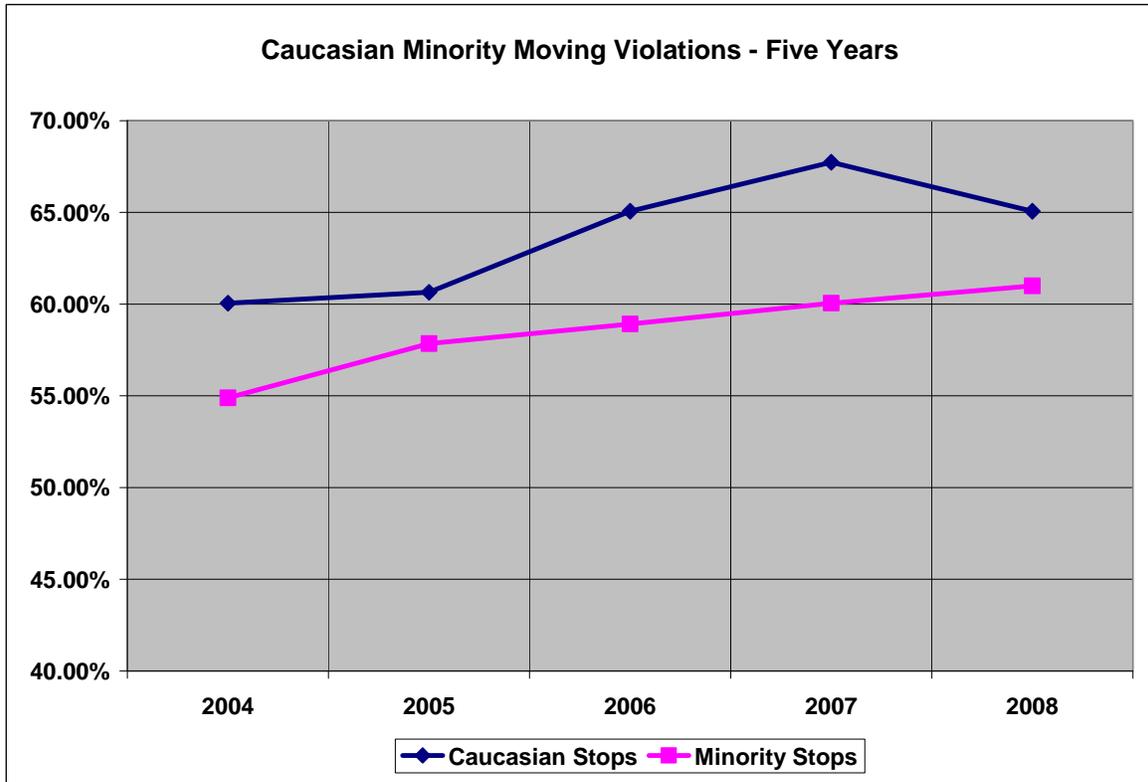
Based on a comparison to 2007 statistics, stop rationale for 2008 remain fairly consistent among the race groups, even more so than last year. There was a decrease in the rationales of Moving Violations and Equipment Violations. Stops for License Violations increased. The most common stop rationale for all races is the Moving Violation.

Total Moving Violation Stops decreased by 8.42%. Caucasians stopped for Moving Violations decreased by 8.30% while Minorities decreased by 9.63% (African American: -6.30%, Hispanic: -25.00%, Asian/Pacific Islander: -29.73%, Native American/Alaskan: no change). The percentage of all Caucasian drivers who were stopped for Moving Violations dropped slightly from 67.73% to 65.06%. The percentage of all Minority drivers stopped for Moving Violations rose slightly from 60.06% to 60.99% (African American: up from 58.31% to 61.29%, Hispanic: down from 65.31% to 58.54%, Asian/Pacific Islander: down from 78.72% to 59.09%, Native American/Alaskan: up from 50.00% to 66.67%).

Total Equipment Violation Stops decreased 0.86%. Caucasian stops for Equipment Violations actually increased slightly at 1.64%, but Minority stops decreased 17.78% (African American: -23.41%, Hispanic: +18.18%, Asian/Pacific Islander: +75.00%, Native American/Alaskan: no change). The percentage of all Caucasian drivers who were stopped for Equipment Violations rose from 23.99% to 25.54%. The percentage of all Minority drivers stopped for Equipment Violations dropped from 30.99% to 28.64% (African American: down from 32.75% to 28.14%, Hispanic: up from 22.45% to 31.71%, Asian/Pacific Islander: up from 17.02% to 31.82%, Native American/Alaskan: up from 25.00% to 33.33%).

Total License Violation Stops increased 7.78%. Caucasian stops for License Violations increased by 8.37% and Minority License Violation Stops by 3.08% (African American: +5.36%, Hispanic: -33.33%, Asian/Pacific Islander: +100.00%, Native American/Alaskan: -100.00%). The percentage of all Caucasian drivers who were stopped for License Violations rose from 8.28% to 9.40%. The percentage of all

Minority drivers stopped for License Violations rose from 8.95% to 10.37% (African American: up from 8.95% to 10.57%, Hispanic: down from 12.24% to 9.76%, Asian/Pacific Islander: up from 4.26% to 9.09%, Native American/Alaskan: down from 25.00% to 0.00%).



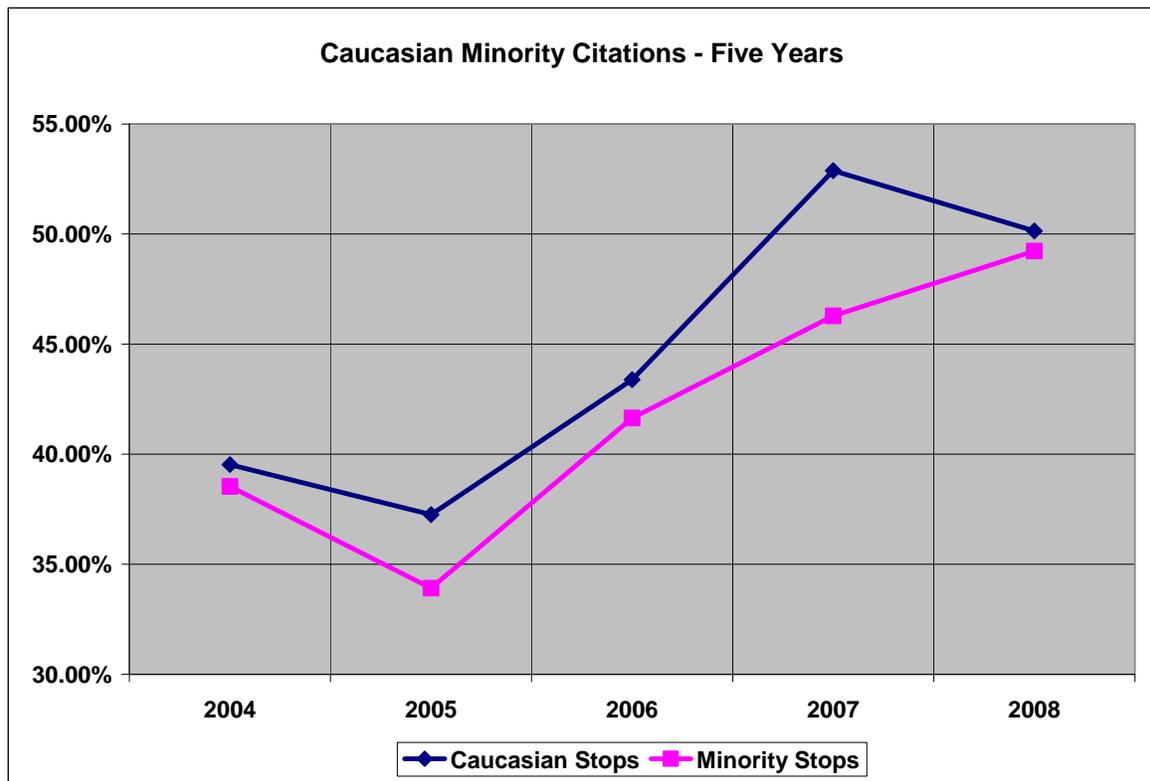
Stop Disposition

Overall, by a very slight margin the most common stop disposition in 2008 was the issuance of the Citation, followed closely by the Written Warning (50.05% versus 49.22%). When breaking down the dispositions by race there is some variation, however, for both Caucasian and Minority stops the issuance of a Citation versus the Written Warning is roughly 50/50. This is a change as in the past years the most common disposition for all races had been the Written Warning (2007 being the exception when the Citation first emerged as most predominant for Caucasian stops). Although the issuance of Verbal Warnings on Minority stops rose from 4 to 7, overall Verbal Warnings issued decreased by another 10.91%.

Total Citations issued decreased 9.12%. Caucasian Citation stops had a decrease of 9.49%. Minority Citations decreased 5.36% (African American: -3.51%, Hispanic: -26.09, Asian/Pacific Islander: -7.69%, Native American/Alaskan: no change). When the traffic stops study began in 2004 the percentage of citations issued to Caucasians and Minorities were close at 39.53% and 38.54% respectively. In fact, African American citations were exactly equal to Caucasian Citations. During the next three years that gap grew and fluctuated with Caucasian Citations always being more prevalent. In 2008 the Citation ratio for Caucasian and Minority stops has narrowed to its smallest margin, nearly equal with Caucasians stopped receiving citations 50.14% of the time and Minority drivers at 49.23%. The specific breakdown of Minority Citations is as follows: African American – 49.28%, Hispanic – 41.46%, Asian/Pacific Islander – 54.55%, Native American/Alaskan – 66.67%.

Total Written Warning stops decreased only 0.75%. Caucasian drivers receiving Written Warnings actually increased by 1.36%, while Minority Written Warnings decreased 16.84% (African American: -18.10%, Hispanics: -7.69%, Asian/Pacific Islanders: -4.76%, Native American/Alaskan: -50.00%).

Overall Verbal Warnings for 2008 decreased by 10.91%. The reduction was only in Caucasian stops. In total, Verbal Warnings dropped from 55 to 49. Caucasian Verbal Warning stops were down 17.65% (from 51 to 42) and Minority (all African American) Verbal Warnings were up 75.00% (from 4 to 7).

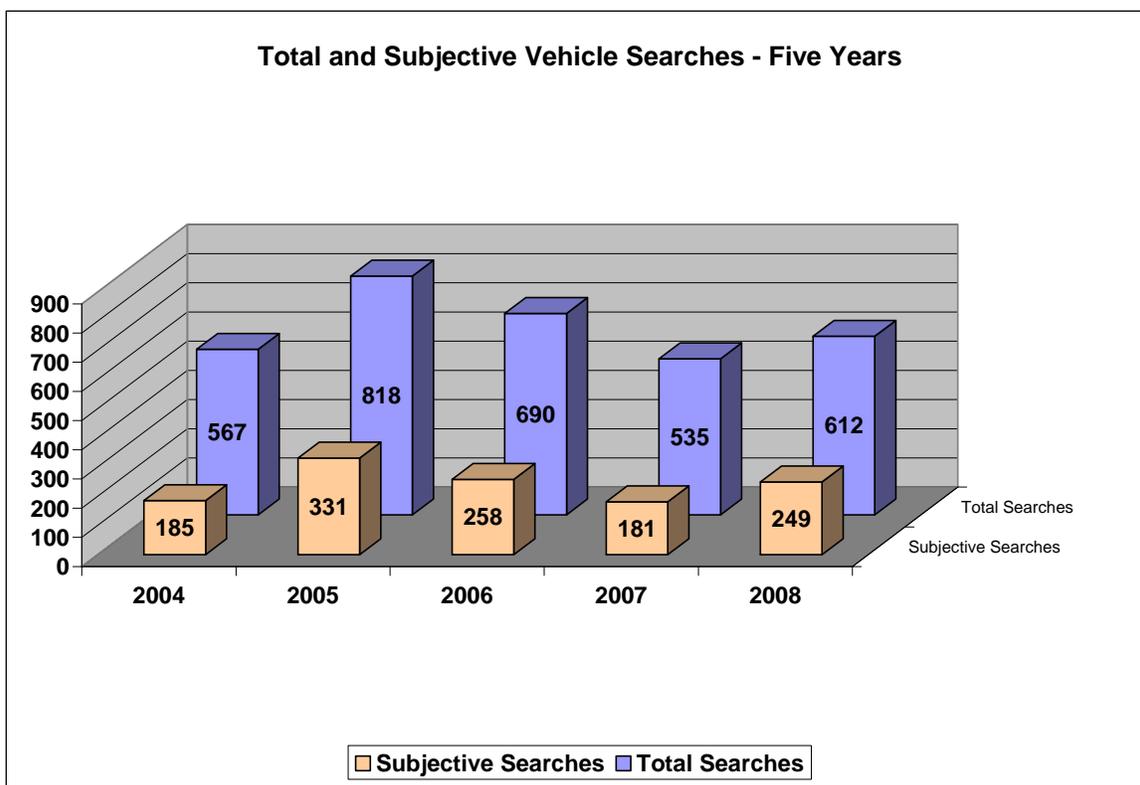


Searches

Contrary to changes in the past two years, both total vehicle and total driver searches increased in 2008 (14.39% and 13.78% respectively). There was also an increase in the percentage of searches on all stops. Of all vehicles stopped, the percentage of vehicles searched rose from 7.56% to 9.12%. Of all vehicles stopped, the percentage of drivers searched rose from 6.36% to 7.63.

While total vehicle searches increased 14.39% this year, only Caucasian vehicle searches increased while Minority vehicle searches decreased. Caucasian vehicle searches increased 24.47% (93 searches), while Minority and African American vehicle searches dropped 10.32% (16 searches) and 9.09% (13 searches) respectively. Hispanic vehicle searches dropped 88.89% (8 searches), Asian/Pacific Islander vehicle searches increased 133.33% (4 searches), and Native American/Alaskan vehicle searches rose from 0 to 1.

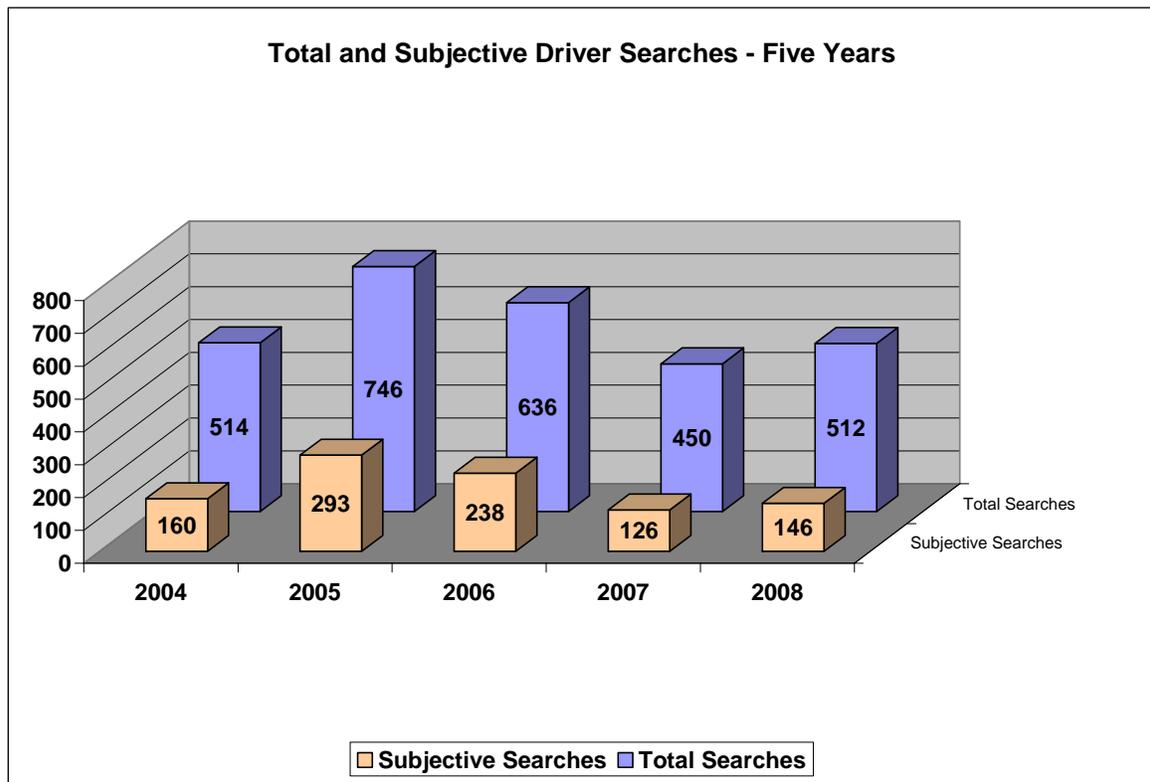
First, looking at *subjective* vehicle searches, there was an increase of 37.57% in the total number of searches. There was a 53.17% rise of all *subjective* searches for Caucasian vehicles (increasing 67 searches to 193 from 126), while Minority *subjective* searches only rose 1.82% (increasing 1 to 56 from 55). African American *subjective* searches rose 8.16% (4 searches) while Hispanic searches dropped 100.00% from 4 to 0. Asian/Pacific Islander *subjective* vehicle searches rose 50.00% from 2 to 3. There were no Native American/Alaskan *subjective* searches.



The total *non-subjective* vehicles searches (those resulting from arrest) were also increased, by 2.84%. Caucasian arrest related searches rose 10.28% (from 253 to 279), while Minority arrest related searches dropped 16.16% (99 to 83). The African American *non-subjective* searches were reduced by 17.20% (from 93 to 77). Hispanic arrest related searches dropped 80.00% (5 to 1), Asian/Pacific Islander arrest related searches rose 300.00% (1 to 4), while Native American/Alaskan arrest related searches rose from 0 to 1.

While total driver searches increased by 13.78%, again, Minority driver searches dropped. Caucasian driver searches increased 24.44% (76 searches), while Minority and African American driver searches decreased 10.07% (14 searches) and 10.16% (13 searches) respectively. Hispanic driver searches dropped 87.50% (7 searches), Asian/Pacific Islander driver searches increased 133.33% (4 searches); Native American/Alaskan drivers searched rose from 0 to 2.

First, looking at *subjective* driver searches, there was an increase of 15.87% in total searches. There was a 34.18% increase of all *subjective* searches for Caucasian drivers (from 79 to 106), while Minority *subjective* searches dropped 14.89% (47 to 40). African American *subjective* searches dropped 20.45% (44 to 35). Hispanic *subjective* searches dropped 100.00% (2 to 0), while Asian/Pacific Islander *subjective* searches rose 400.00% (1 to 5). There were no and Native American/Alaskan *subjective* driver searches.



The *non-subjective* driver searches (those resulting from arrest) also increased; the total searches by 7.08%. Caucasian arrest related searches rose 15.95% (from 232 to 269), while Minority arrest related searches went down 15.05% (93 to 79). African American *non-subjective* driver searches decreased by 12.94% (44 to 35). Hispanic arrest related searches dropped 83.33% (6 to 1), while Asian/Pacific Islanders stayed the same at 2 searches. Native American/Alaskan arrest related searches rose from 0 to 2.

Although Minority searches were reduced while Caucasian searches increased the issue of *subjective* searches deserves a closer look. While the ratio of consent searches and probable cause searches are relatively equal, there is still a disparity regarding searches based on Drug Dog Alerts.

Total vehicle Consent searches decreased 18.18%. Consent searches for Caucasian vehicles decreased by 12.50%, while Minority Consent searches dropped 57.14% (African American: -50.00%, Hispanic: -100.00%, Asian/Pacific Islander: no change, Native American/Alaskan: no change). When looking at raw numbers, the actual changes were: Caucasian – down from 48 to 42, Minority – down from 7 to 3, African American – down from 6 to 3, Hispanic – down from 1 to 0, Asian/Pacific Islander – constant at 0, Native American/Alaskan – constant at 0. The percentage of Consent searches from all *subjective* searches for each race is now more in favor of Minority vehicles: Caucasian – 21.76%, Minority – 5.36% (African American: 5.66%, Hispanic: 0.00%, Asian/Pacific Islander: 0.00%, Native American/Alaskan: 0.00%). In comparing the breakdown of Consent searches by the total vehicles stopped for each race we find it to be less than 1% for all races: Caucasian – 0.69%, Minority – 0.46%, African American – 0.54%, Hispanic – 0.00%, Asian/Pacific Islander – 0.00%, Native American/Alaskan – 0.00%. This means for the first time in the past five years the frequency of Consent searches was greater for Caucasians stopped than for any of the Minority groups.

Total vehicle Probable Cause searches increased 21.05%. Probable Cause searches for Caucasian vehicles increased by 66.67%, while Minority Probable Cause searches decreased 57.14%. When looking at raw numbers, the actual changes were: Caucasian – up from 12 to 20, Minority – down from 7 to 3, African American – down from 5 to 2, Hispanic – constant at 0, Asian/Pacific Islander – down from 2 to 1 and Native American/Alaskan – constant at 0. The percentage of Probable Cause searches from all *subjective* searches for each race is: Caucasian – 10.36%, Minority – 5.36% (African American: 3.77%, Hispanic: 0.00%, Asian/Pacific Islander: 33.33%, Native American/Alaskan: 0.00%). In comparing the breakdown of Probable Cause searches by the total vehicles stopped for each race we find it to be less than 1% for all races except Asian/Pacific Islander: Caucasian – 0.33%, Minority – 0.46%, African American – 0.36%, Hispanic – 0.00%, Asian/Pacific Islander – 2.27%, Native American/Alaskan – 0.00%. With the rise in Caucasian Probable Cause searches and drop in those for Minorities, the frequency of Probable Cause searches is very close across the board.

Total vehicle Drug Dog Alert searches increased by 69.16%. Drug Dog Alert searches for Caucasian vehicles increased 98.48%, while Minority Drug Dog Alert searches increased 21.95% (African American: +26.32, Hispanic: -100.00%, Asian/Pacific Islander: up from 0 to 2). When looking at raw numbers, the actual changes were: Caucasian – up from 66 to 131, Minority – up from 41 to 50, African American – up from 38 to 48, Hispanic down from 3 to 0, Asian/Pacific Islander – up from 0 to 2, 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 – 67.88%, Minority – 89.29% (African American – 90.57%, Hispanic – 0.00%, Asian/Pacific Islander – 66.67%, Native American/Alaskan – 0.00%). In comparing the breakdown of Drug Dog Alert searches by the total vehicles stopped for each race there is some change in favor of Minorities. Last year Minority vehicles were more than five times as likely to have Drug Dog searches: Caucasian – 1.04%, Minority – 5.65%, African American – 6.07%, Hispanic – 6.12%. This year the ratio dropped. In 2008 Minority vehicles were about three and one half times as likely to have Drug Dog searches: Caucasian – 2.16%, Minority – 7.74%, African American – 8.60%, Hispanic – 0.00%, Asian/Pacific Islander – 4.55%, Native American/Alaskan – 0.00%.

Total driver Consent Searches increased 11.21%. Consent searches for Caucasian drivers increased 30.30%, while Minority Consent searches dropped 7.32% (African American: -15.38%, Hispanic: -100.00%, Asian/Pacific Islander: up from 0 to 5, Native American/Alaskan: no change). When looking at raw numbers, the actual changes were: Caucasian – down from 66 to 86, Minority – down from 41 to 38, African American – down from 39 to 33, Hispanic – down from 2 to 0, Asian/Pacific Islander – up from 0 to 5, and Native American/Alaskan – constant at 0. The percentage of Consent searches from all *subjective* searches for each race is fairly even: Caucasian – 81.13%, Minority – 95.00% (African American – 94.29%, Hispanic – 0.00%, Asian/Pacific Islander – 100.00%, Native American/Alaskan: – 0.00%). In comparing the breakdown of Consent searches by the total drivers stopped, with the exception of Hispanic and Asian/Pacific Islanders, the ratios are somewhat consistent with last year, a little more favorable to Minorities in general. Last year the Minority drivers stopped were five times as likely to have Consent searches as Caucasian drivers: Caucasian – 1.04%, Minority – 5.65%, African American – 6.23%, Hispanic – 4.08%, Asian/Pacific Islander – 0.00%, Native American/Alaskan – 0.00%. This year the Minority drivers stopped were about four times as likely to have Consent searches as Caucasian drivers: Caucasian – 1.42%, Minority – 5.88%, African American – 5.91%, Hispanic – 0.00%, Asian/Pacific Islander – 11.36%, Native American/Alaskan – 0.00%.

Total driver Probable Cause searches increased 60.00%. Probable Cause searches for Caucasian drivers rose 87.50%, while Minority Probable Cause searches dropped 50.00% (African American: no change, Hispanic: no change, Asian/Pacific Islander: down from 1 to 0, Native American/Alaskan: no change). When looking at raw numbers, the actual changes were: Caucasian – up from 8 to 15, Minority – down from 2 to 1, African American – constant at 1, Hispanic – constant at 0, Asian/Pacific Islander – down from 1 to 0, and Native American/Alaskan – constant at 0. The percentage of Probable Cause searches from all *subjective* searches for each race is: Caucasian – 14.15%,

Minority – 2.50% (African American: 2.86%, Hispanic: 0.00%, Asian/Pacific Islander: 0.00%, Native American/Alaskan: 0.00%). In comparing the breakdown of Probable Cause searches by the total drivers stopped for each race, the frequency has become higher for Caucasian stops: Caucasian – 0.25%, Minority – 0.15%, African American – 0.18%, Hispanic – 0.00%, Asian/Pacific Islander – 0.00%, Native American/Alaskan – 0.00%.

Total driver Drug Dog Alert searches were down by 25.00%. Drug Dog Alert searches for Caucasian drivers saw no change, while Minority (all African American) Drug Dog Alert searches dropped 66.67%. When looking at raw numbers, the actual increases were: Caucasian – constant at 5, Minority (African American) – down from 3 to 1, 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 – 4.72%, Minority – 2.50% (African American – 2.86%). In comparing the breakdown of Drug Dog Alert searches by the total drivers stopped for each race there is some change favorable to Minorities. Last year the African American drivers stopped were five times as likely to have Drug Dog searches: Caucasian – 0.08%, Minority – 0.41%, African American – 0.48%. This year Minority and African American drivers are less than twice as likely to have Drug Dog searches: Caucasian – 0.08%, Minority – 0.15%, African American – 0.18%.

FINDINGS

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 where warranted.

Generally speaking, in 2008 most all of the Minority statistics were reduced and most ratios to Caucasian stops and searches improved. While the number of all stops went down, Minority stops reduced at more than twice the rate of Caucasian stops (11.02% versus 4.53%). Minority Vehicle and Driver searches dropped by 10.32% and 10.07% respectively, as Caucasian searches increased by more than 24% for each category. Furthermore, Stop Rationale and Dispositions evened out. Caucasian and Minority Drivers were stopped most often for Moving Violations, at rates of 65.06% and 60.99 respectively. The Stop Dispositions for both Caucasians and Minorities are nearly 50/50 between Citations and Written Warnings. Caucasians received Citations 50.14% of the time and Written Warnings 49.17%, compared to 49.23% and 49.69% for Minorities.

Stops

During calendar year 2008, officers recorded 6,711 traffic stops. This was a decrease in overall stops of 368 (5.20%). Caucasian stops decreased 288 (4.53%), while Minority stops decreased by 80 (11.02%). African American stops decreased by 68 (10.86%), while Hispanic Stops decreased by 8 (16.33%), Asian/Pacific Islander stops dropped by 3 (6.38%), and Native American/Alaskan stops decreased 1 (25.00%).

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 8.31%. Obviously, the stops of Minorities 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 3.31% above the census count. When taking into account that due to repeat offenders, only 5,493 individuals were stopped, the numbers improve slightly. Minorities made up 9.39%, while African Americans consisted of 7.97% of the total individuals stopped; thus indicating stops were above the benchmarks by 3.90% and 2.97% respectively.

The above numbers are an improvement over last year and actually mirror those of 2006. The current Minority Stop Ratio of 1.75 means Minorities are 75% more likely to be stopped than Caucasians, as compared to 87% in 2007, 75% in 2006, 88% in 2005 and 90% in 2004. Specific to African Americans, the ratio of 1.66 means they were 66% more likely to be stopped in 2008, compared to 76% in 2007.

The fact of the matter is 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, 1,088 stops were repeat offenders. Likewise, 130 Minority stops were repeat offenders. There were 120 African American repeat offenders. Hispanic and Asian/Pacific Islander stops had 2 and 8 repeat offenders respectively. There were no repeat stops for Native American/Alaskans.

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 2008 statistics, 68.24% of the calls for service were west of 18th Street in Beats 1, 4 and 5. Nearly half (47.13%) of the calls for service were in Beats 1 and 5, with 24.63% in Beat 1. The summer of 2008 saw an increase of gang/drug related violence, specifically in the northwest sector of Quincy (Beat 1 and 5). Specifically looking at homicides, of the two occurring in 2008, 100% were west of 18th Street and 50% were in the northwest (Beat 1). Of the seventeen 2008 robberies, 82.35% were west of 18th Street and 35.29% were in Beats 1 and 5. Likewise, of 116 firearm related calls for service, 79.31% were west of 18th Street and 61.21% were in Beats 1 and 5.

These facts and figures have been consistent for the past five years. Based on this type of information, 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 fifteen 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 68.24%, recorded traffic stops west of 18th Street made up 65.10%. Likewise, while Beat 1 and 5 calls for service made up 47.13%, Beat 1 and 5 traffic stops made up 50.44%. This is a result of aggressive patrol tactics utilized when patrolling high crime areas.

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 8.31% of the total traffic stops and 7.97% 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 1,432 stops recorded in Beat 1, 16.27% (233) of the stops were of African Americans. Beats 5 and 4 were 8.04% and 6.81% respectively. The eastern beats (2 and 3) were 5.75% and 2.80% respectively.

When looking at only the African American stops and where they occurred, 41.76% (233) of the total 558 stops were in Beat 1. Beat 5 made up 28.14%. Beats 2, 3 and 4 were 14.24%, 5.73% and 12.01% respectively.

The change in stop frequency for Minority drivers was favorable in all beats except Beat 1. In Beat 1, while there was a reduction across the board, Minority stops only decreased 2.39% with Caucasian stops decreasing 7.12%. Stops increased in Beat 2, with Caucasian stops increasing at a higher rate (Caucasian – 32.81%, Minority – 21.05%). Beats 3 and 4 decreased, with Minority stops decreasing more than Caucasian by nearly 20% in each. In Beat 5, Caucasian stops went up 6.53% while Minority stops declined 7.69%.

Stop Rationale

The reasons that vehicles were stopped remain somewhat consistent across all of the races (even more so than last year). 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. All races were stopped more for moving violations. Roughly, 5% more of the Caucasians stopped were for moving violations, while 3% more of the Minority drivers were stopped for equipment violations; license violations were nearly equal between the two. Specific to race, African Americans were stopped less than 4% less than Caucasians for moving violations; Hispanic drivers 7% less, Asian/Pacific Islanders 6% less, and Native American/Alaskans actually 1.5% more. Regarding equipment violations, African Americans were stopped less than 3% more often, Hispanics 6% more, Asian/Pacific Islander 6% more, and Native American/Alaskan drivers were stopped 8% more than Caucasian drivers. African American and Hispanic drivers were more likely to be stopped for license violations than Caucasian drivers by 1% and less than 0.5% respectively; while Asian/Pacific Islanders were equally as likely. No Native American/Alaskans were stopped for license violations.

Of the Caucasians stopped, 65.06% were for moving violations, while 60.99% of the Minority stops were for moving violations. Of the Caucasians stopped, 25.54% were stopped for equipment violations, compared to 28.64% of the Minorities. Of the Caucasians, 9.40% were stopped for license violations, compared to 10.37% of the Minorities.

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 there was a 9.12% decrease, Citations remain the most common overall disposition. Caucasian citations decreased the most by volume (319, 9.49%); Minority citations decreased by 18 (5.36%). Specific to race, African Americans received 10 (3.51%) less citations this year; Hispanic citations dropped 6 (26.09), Asian/Pacific Islanders decreased by 2 citations (7.69%). Native American/Alaskan citations had no change.

Reduced by 0.75% (25), Written Warnings remain the second most common disposition for all stops. Caucasian written warnings reduced 1.36% (40), while Minority written warnings dropped 16.84% (65). Verbal warnings continue to drop with a 10.91% reduction (6). Caucasian verbal warnings reduced 17.65% (9), while Minorities (all African American) actually went up 75.00% (3).

After 2007 saw the disparity between Caucasian and Minority citations grow to its largest, 2008 statistics are the best in the past five years. Roughly, both Caucasians and Minorities who were stopped received citations or written warnings at close to a 50/50 split. Generally, there was less than 1% difference in each category between Caucasian and Minority stops. Hispanics did receive 9% less citations, while Asian/Pacific Islanders and Native American/Alaskans received more by 4% and 16.5%.

Of the Caucasians stopped, 50.14% were arrested, while 49.23% of the Minorities were arrested (African American – 49.28%). Of the Caucasians stopped, 49.17% were issued written warnings, compared to 49.69% of the Minorities (African American 49.46%). Of the Caucasians, 0.69% was verbally warned, compared to 1.08% of the Minorities (African American – 1.25%).

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 up in 2008, however, only with Caucasians. Minority searches were down for both vehicles and drivers. Total vehicle and driver searches increased 14.39% (77) and 13.78% (62) respectively. The rate of searches conducted rose from 7.56% of all vehicles stopped to 9.12%, and from 6.36% of all drivers stopped to 7.63%.

Subjective searches were up at a higher rate. *Subjective* vehicle searches increased 37.57% (168); *subjective* driver searches dropped 15.87% (20). The rate of *subjective* searches conducted rose from 2.56% of all vehicles stopped to 3.71%, and from 1.77% of all drivers stopped to 2.18%.

The increase in *subjective* searches is primarily reflected in the Caucasian search numbers. Minority *subjective* searches only increased by 1 search. There was a 53.17% increase of all *subjective* searches for Caucasian vehicles, while Minority *subjective* searches only rose 1.82% (African American: +8.16%, Hispanic: -100.00%, Asian/Pacific Islander: +50.00%, Native American: remains at 0). There was a 34.18% increase of all *subjective* searches for Caucasian drivers, while Minority driver *subjective* searches dropped 14.89% (African American: -20.45%, Hispanic: -100.00%, Asian/Pacific Islander: +400.00%, Native American: remains at 0).

With the greater increase in Caucasian *subjective* searches the discrepancy between Caucasian and Minority searches narrows. Of the 6,065 Caucasian stops, *subjective* vehicle searches were conducted on 3.18% (123). Of the 558 African American stops, *subjective* vehicle searches were conducted on 9.50% (53). Obviously, the rate of African American *subjective* vehicle searches is 2.99 times that of Caucasian *subjective* vehicle searches.

At 0.54% (3 searches), the rate of consent searches of African American vehicles is below that of Caucasian vehicles (0.69%, 42 searches). There were no vehicle searches based on Reasonable Suspicion. African American vehicles were searched based on Probable Cause at a rate of 0.36% (2 searches), nearly equal to the rate of Caucasian Vehicles (0.33%, 20 searches). African American vehicles (8.60%, 48 searches) were searched based on Drug Dog Alerts 3.98 times as often as Caucasian vehicles (2.16%, 131 searches).

Of the 6,065 Caucasian stops, *subjective* driver searches were conducted on 1.75% (106). Of the 558 African American stops, *subjective* driver searches were conducted on 6.27% (35). The rate of African American *subjective* driver searches was 3.58 times that of Caucasian driver searches.

At 5.91% (33 searches), the rate of consent searches of African American drivers is a little less than 4 times that of Caucasian drivers (1.42%, 86 searches). There were no driver searches based on Reasonable Suspicion. There was one African American driver searched based on Probable Cause (0.18%), while the rate of Caucasian drivers was 0.25% (15 searches). There was one African American driver searched based on Drug Dog Alert (0.18%), while the rate of Caucasian drivers was 0.08% (5 searches).

CONCLUSION

Statistically speaking, the numbers from 2008 appear to show an improvement in our efforts to improve the rate of equity in the comparison of stops based on race. The Minority stop ratio dropped to the five year low of 1.75, the same as 2006. The ratio change is the result of a greater reduction of Minority stops than those of Caucasians. Caucasian and Minority drivers received citations at an equal rate. On the face of it, the search statistics continue to be the most disquieting part of this study. Although improving, Minority drivers are subjected to searches at a much greater rate than Caucasian drivers. The worst ratio continues to be that of vehicle Drug Dog searches.

It is fact that African Americans are stopped at the rate of 1.66 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. African American drivers who are stopped receive citations and written warnings at roughly the same rate as Caucasian drivers.

While *subjective* searches were increased in 2008, it was primarily for Caucasian drivers/vehicles. Caucasian *subjective* vehicle searches increased 53.17% while Minority *subjective* searches only rose 1.82%. Minority drivers are subject to *subjective* vehicle searches 3 times as often as Caucasian Drivers. Drug Dog Alert searches for Minority vehicles are 4 times that of Caucasian vehicles, as is Minority driver consent searches and Minority driver Drug Dog Alert searches. These ratios are an improvement from 4 and 6 respectively.

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 193 *subjective* Caucasian vehicle searches and only 53 *subjective* African American vehicle searches. There were 42 Caucasian vehicle Consent searches and 3 African American vehicle Consent searches. There were 131 Caucasian Drug Dog Alert vehicle searches and 48 African American Drug Dog Alert vehicle searches.

While the statistics are better this year, it is important to keep working to improve the stop and search ratios. However, I remain steadfast in my belief that no officers of the Quincy Police Department are involved with bias based policing practices. Fluctuating stop percentages and disparity in search numbers in and of themselves do not equal Racial Profiling. For years the northwest portion of Quincy has been plagued with gang activity and street level drug dealing, and 2008 saw an increase in related violence. This coupled with higher crime rates and calls for service rates require stronger and more aggressive police action. More police resources are dedicated to this portion of town to reduce crime and increase safety. In regards to the search numbers, I am not concerned. For the past three years officers have been required to provide written documentation for every Consent and Drug Dog Alert search they request/conduct. I personally review these reports. I have found no concerns in the cases where officers have exercised their right to ask for a consent search or call for a canine to conduct a “sniff” of a vehicle. In all of these cases the officers are doing as they are trained. I find it interesting that the 2008 statistics fared as they did. With the increase in gang violence, a strong police presence and aggressive policing tactics, I would have thought that the ratios would have gotten worse. However, an increase of home invasions and burglaries in other portions of Quincy required a strong police presence elsewhere as well. Perhaps this evened things out.

With all of this said, we, as a department and as individuals, should remain vigilant against the potential for bias based policing practices. 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,

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