Houston Police Department

# CITY OF HOUSTON

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# ANNUAL RACIAL PROFILING ANALYSIS

# 2012

As required by
Texas Code of Criminal Procedure
Chapter 2: Article 2.134

Prepared: February 2013

# EXECUTIVE SUMMARY

As a Texas law enforcement agency, the Houston Police Department must collect certain information about motor vehicle traffic stops conducted by the department's officers. Further, the department must conduct an analysis of the data and provide the analysis to its governing body by March 1st each year. In addition to the data analysis, Texas law also requires the inclusion of information about complaints of racial profiling received by the department. This report fulfills these requirements.

The Houston Police Department prohibits the practice of racial profiling. HPD has implemented policies prohibiting the practices, provided training to its officers, and instituted a process to monitor traffic stops. Racial profiling violates both the legal and practical considerations necessary to effectively accomplish its mission. Racial profiling is a practice neither permitted nor condoned by the Houston Police Department.

The Houston Police Department has reported racial profiling statistics since 2002. Over the years, the HPD has observed a strong correlation between traffic stops and searches and areas with large volumes of calls for police service or the existence of a "hot spot" – an area with repeat calls involving drug activity and serious crimes. The 2012 annual report reveals similar patterns.

This analysis is limited in its scope to that required by law and consistent with the department's previous analytical practices. Furthermore, recent changes in Texas statutory law and administrative guidelines have changed the specific data that is maintained. These changes limit comparison to analyses from years preceding the statutory changes.

The racial profiling statute (Article 2.132, CPP) prescribes unconventional racial categories, which are followed by TCLEOSE in its reporting forms. Under the statutory scheme, the term "African" is used to denote those normally identified as "Black" and the term "Caucasian" is used to identify those typically categorized as "White." In this report, the department preserves the traditional terms "black" and "white" according to the common meanings ascribed to them by society.

The primary finding is that officers made 600 more traffic stops in 2012 than in 2011. In general, those stopped were more likely to be issued a ticket and less likely to be warned. In 2012, traffic stops were less likely to result in arrest. As in 2011, the data indicate officers were much more effective at finding contraband.

The analysis provides no evidence that officers of the Houston Police Department engage in racial profiling. There are no changes in the traffic stops that indicate that officers have engaged in racial profiling. Additionally, the Houston Police Department received only two citizen complaints of racial profiling in 2012; both of these allegations were investigated with one classified as *unfounded* and one as *not sustained*.

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# Racial Profiling Analysis 2012

***The mission of the Houston Police Department is to enhance the quality of life in the city of Houston by working cooperatively with the public to prevent crime, enforce the law, preserve the peace, and provide a safe environment.***

The Houston Police Department is committed to accomplishing its mission in a professional manner that ensures public safety is provided through practices that are consistent with a free society. The department conducts its business in a manner befitting a police force in a democratic nation, constrained by the Constitution of the United States, the Constitution of the State of Texas, and the public laws of Texas and the United States. More pragmatically, the Houston Police Department depends upon the support of the public in accomplishing its mission. It can only maintain that support by treating members of the public equitably and respectfully. Racial profiling violates both the legal and practical considerations and is a practice neither permitted nor condoned by the Houston Police Department.

The Houston Police Department follows the International Association of Chiefs of Police's five recommendations for law enforcement agencies in regard to racial profiling:

- To design policies prohibiting the practice of racial profiling;
- To implement a training program based on the department's policies;
- To make sure that all officers are held accountable;
- To communicate with the community; and
- To consistently continue these efforts.

## Legal Foundations

As a Texas law enforcement agency, the Houston Police Department is subject to Chapter 2 of the Code of Criminal Procedure. Texas law prohibits racial profiling (Article 2.131). The department must develop policies to prevent racial profiling, implement complaint processes, collect certain information about motor vehicle traffic stops conducted by the department's officers, and submit annual reports to its governing body, the Houston City Council, and the Commission on Law Enforcement Officer Standards and Education (Article 2.132). The type of information collected about traffic stops is required under Article 2.133. Further, the department must conduct an analysis of the data and provide the analysis to its governing body by March 1st each year (Article 2.134). In addition to the data analysis, Texas law also requires the inclusion of information about complaints of racial profiling received by the department (Article 2.134).

For the purposes of this analysis, racial profiling is defined by the Code of Criminal Procedure and the Houston Police Department's policy on racial profiling, General Order 600-42 *Racial Profiling Prohibited*. The Code of Criminal Procedure defines racial profiling as:

> Art. 3.05. RACIAL PROFILING. In this code, "racial profiling" means a law enforcement-initiated action based on an individual's race, ethnicity, or national origin rather than on the individual's behavior or on information identifying the individual as having engaged in criminal activity.

Departmental policy defines racial profiling in nearly identical language:

> *Racial Profiling.* Any law enforcement initiated action based on an individual's race, ethnicity, or national origin rather than on the individual's behavior or information identifying the individual as having engaged in criminal activity.

The Code of Criminal Procedure also defines "Motor vehicle stop" and "Race or ethnicity:"

> (2) "Motor vehicle stop" means an occasion in which a peace officer stops a motor vehicle for an alleged violation of a law or ordinance.
>
> (3) "Race or ethnicity" means of a particular descent, including Caucasian, African, Hispanic, Asian, Native American, or Middle Eastern descent.

Departmental policy builds upon the statutory definitions:

> *Motor Vehicle Stop.* An occasion in which a peace officer stops a motor vehicle for an alleged violation of a law or ordinance or other investigative purpose and the stop results in the detention of the driver or passenger.
>
> *Race or Ethnicity.* A person's particular descent, including Caucasian, African, Hispanic, Asian/Pacific Islander, Native American, Middle Eastern, or Alaskan Native descent.

## History

The Houston Police Department's attention to racial profiling precedes the statutory requirements incorporated into Texas law. On August 11, 1999, the Houston Police Department issued its first policy requiring the collection of officer-initiated contact data (Circular 99-0811-160, "Collection of Officer-Initiated Contact Data"). The policy articulated its rationale:

> No person should be targeted by law enforcement because of their gender or color of their skin. Through the development of a database and reporting system to track officer-initiated contact data, HPD is taking a leading role in defining methods to guard against the use of racial profiling as a basis for stopping or searching individuals. From this data, research will be conducted to determine if localized or systemic problems of this nature exist within HPD, so that concrete steps can be taken to eliminate them.

On August 27, 1999, the department expounded its policy in Circular #99-0826-176:

> The citizens of Houston have placed their faith and trust in the Houston Police Department and it is imperative that the department's actions reflect the gravity of that responsibility.

The Texas Legislature began to address racial profiling in 2001. With each change in legislation, the department promptly publicized the changes by issuing circulars from the Office of the Chief of Police. On September 1, 2001, the Texas Legislature enacted Chapter 2, Articles 2.131 through 2.137 of the Texas Code of Criminal Procedure, making racial profiling illegal and requiring law enforcement officers to record certain data about detentions they effect while acting in their official capacities. In compliance with the new statutes, the Houston Police Department developed a training program and created General Order 600-42, *Racial Profiling Prohibited*. The department printed pamphlets to publicize the policy internally. The department designated the Central Intake Office as the responsible unit for receiving complaints from citizens alleging racial profiling.

Racial profiling policy at the state and departmental level continued to evolve. On January 1, 2003, new legislation went into effect requiring the collection of racial profiling data for pedestrian stops as well as motor vehicle stops. In 2004, the Houston Police Department revised General Order 600-02, *Racial Profiling Prohibited*, to include new definitions and procedures, to emphasize standards of productivity, and to clarify officer expectations while off-duty and engaged in extra employment. In 2005, Texas enacted Senate Bill 1503, which narrowed the collection requirements to motor vehicle stop data only. In 2009, Texas law was again changed to add "Middle Eastern" descent as a race/ethnicity category, effective September 1, 2009. Further, other changes were made effective January 1, 2010. Officers were required to document the following additional information:

1. the initial reason for the stop;
2. whether the officers knew the race or ethnicity of the person detained before they initiated the traffic stop;

3. whether any contraband or evidence was discovered as a result of the search;
4. a description of discovered contraband;
5. the reason for the search (such as *probable cause* or *plain view*);
6. whether the officer made an arrest or issued a warning or citation; and
7. for arrests, whether the arrest was based on a violation of the Penal Code, a violation of a traffic law or ordinance, or an outstanding warrant.

The 2009 legislation also mandated the reporting of data to the state. The legislation delegated responsibility for collection of agency reported information to the Texas Commission on Law Enforcement Officer Standards and Education (TCLEOSE). Subsequently, TCLEOSE issued rules regarding the form and structure of the data to be reported. TCLEOSE requires reporting to be accomplished electronically through its website (www.tcleose.state.tx.us.gov).

## Racial Profiling Allegations

The Houston Police Department provides multiple access for citizens to bring any complaints, including racial profiling, to the department's attention. The department works with members of the National Association for the Advancement of Colored People (NAACP) and the League of United Latin American Citizens (LULAC), who may be the initial point of contact for complaints by citizens, to identify potential issues.

In 2012, only two citizens presented an allegation of racial profiling to the Central Intake Office. In both cases, the complainants the allegations were investigated. One case was classified as *unfounded* and the second was classified as *not sustained*. In the preceding year (2011), there were two complaints of racial profiling that were classified as *unfounded*. **Table 1** summarizes these observations:

**Table 1. Comparison of Citizen Complaints and Complaint Clearances**

| | Clearance Classification | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Year | Sustained | Not Sustained | Never Formalized | Unfounded | Active | Information | Exonerated | Total |
| 2011 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| Percent | 0.0% | 0.0% | 0.0% | 100.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| 2012 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| Percent | 0.0% | 50.0% | 0.0% | 50.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Clearance terms:

**Sustained** – evidence is sufficient to prove the allegation;
**Not sustained** – insufficient evidence to either prove or disprove the allegation;
**Never formalized** – an affidavit with specific details regarding the allegation was not submitted by the complainant;
**Unfounded** – allegation is false or not factual;
**Active** – the allegation is currently being investigated;
**Information** – the complaint was not made in written form, specific details were not available, and the inquiry did not indicate a policy or law violation.
**Exonerated** – the incident occurred but was lawful and proper.

## Data Collection Methods

The Houston Police Department utilizes computer applications to capture the racial profiling data mandated in the Code of Criminal Procedure. The department uses complimentary applications to accomplish this task. Officers are provided with access to the computer program via their laptop computer, their division's desktop computers, their in-car mobile data terminal (MDT), or through a handheld computer for ticket writing. The data from these sources are combined in the Racial Profiling (RP) Data System. Once entered, this data can be compiled into a report for a predetermined date range.

In January 2011, the Houston Police Department embarked upon a redesign of its racial profiling data collection systems to make them easier to conform to the TCLEOSE reporting requirements. Implementation of the changes required replacement of the legacy system on the department's intranet, vehicle-mounted mobile data computers, and handheld ticket writers. Changing the department's systems was a complex and extensive project implemented over a period of months. To enable more precise future reporting, the new data systems present a series of drop-down menus for the TCLEOSE mandated fields.

Currently, the drop down menus and options provide the following:

- Race and Ethnicity: categories specified in Texas statute (CCP Article 2.132).
- Stop Disposition: arrest, release, ticket, and warning.
    - Arrest includes situations in which the vehicle operator is taken into custody and placed in a detention facility.
    - The "Released" stop disposition is comprised of detentions in which it was determined that further enforcement action or intervention was unnecessary.
    - A ticket situation involves any event in which the motorist is given a summons to municipal court to answer the citation issued.
    - The "Warned" stop disposition involves detentions where a verbal warning was given and recorded. A warning occurs when the officer admonishes the operator or when no further action is necessary. Officers do not issue warning citations, and a form for this activity does not exist. However, officer discretion allows verbal warnings. For the Houston Police Department, "Warned" is indistinguishable from "Released" and are combined in this report.
- Search categories: consent, incident to arrest, plain view, no search, and a probable cause search.

- Consent is present when either through verbal or written form, the vehicle operator gives affirmation for the officer to search the operator's vehicle.

- A search incident to arrest occurs when the officer arrests the motorist and searches the person or the vehicle for safety and inventory purposes.

- Plain view searches occur when officers visually observe the visible portions of the operator's vehicle without movement of coverings, opening of a trunk or glove compartment, etc, and observe contraband or evidence.

- No search status occurs when, with the exception of a plain view search or safety search, the officer does not conduct a detailed search.

- Probable cause searches occur when an officer conducts a warrantless search of a motor vehicle because the officer has probable cause to believe the vehicle contains evidence of a crime.

For a variety of technical reasons, the department experienced some cases where racial profiling data were recorded with missing data in some fields. In most cases, the errors could be corrected based on other data. For example, missing data in the TCLEOSE required field StopLocationType could be coded by reviewing the recorded stop location. In the end, a relatively small number of cases (3,106 or 0.79%) had missing data in one or more fields.

For aggregate statistics, methods can correct for inconsistencies to estimate the missing data. One commonly accepted practice is to substitute "the average" for missing data. Strictly speaking, traffic stop data are nominal data that do not have an average. However, the distribution of data across nominal categories in each field can be calculated. The distribution of complete (known) data can be used to estimate the values missing data. Given that the complete data represent more than 99% of the whole, the estimates of the missing data are highly reliable and any subsequent error is inconsequentially small. For the more detailed analysis of race/ethnicity and variables for dispositions and searches, only complete, known data are used.

One final clarification is in order: traffic stops and traffic stop events are not necessarily the same thing. The HPD database records data on covered persons during a traffic stop entered by officers in accordance with departmental policy. In most cases (98.5%), a single traffic stop results in a single traffic stop event. However, some traffic stops may result in more than one traffic stop record. In every case, a traffic stop record is created for the driver of a vehicle. Under specific circumstances, independent traffic stop records are collected for passengers in the vehicle.

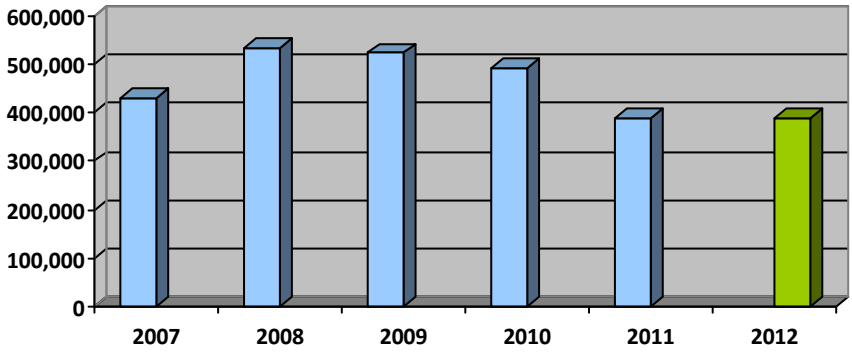
***Collection of Data for the Metropolitan Transit Authority***

The Houston Police Department does not collect racial profiling information for the Metropolitan Transit Authority (METRO). Citation data obtained from the Houston Municipal Courts is reported in **Appendix A**. While Appendix A data includes citations issued by the METRO Police Department, they are reported distinctly from those issued by the Houston Police Department. Only citations issued by the Houston Police Department were analyzed in this report.

## **DATA:** *2011 MOTOR VEHICLE STOPS*

The data for traffic stops conducted by the Houston Police Department in 2012 are presented below. The following tables report motor vehicle stop data captured for 2012 and are available in full format in **Appendix B**. In 2012, Houston Police Officers conducted 389,003 stops, marginally more than in 2011. With the inclusion of passenger related stops, 394,927 stops were recorded. This finding is consistent with a prevailing trend of decline covering numerous years. **Figure 1** shows the prevailing 6 year trend:

**Figure 1. Traffic Stops 6-Year Trend**




The number of traffic stops was artificially low in 2007 due to protracted delays in printing citation books.

**Table 2** displays the total number of actual stops for each race/ethnicity category.

**Table 2. Overview of Motor Vehicle Stops by Race/Ethnicity**

| | # | % |
|---|---|---|
| Asian | 13,929 | 3.5% |
| Black | 127,216 | 32.2% |
| Hispanic | 133,211 | 33.7% |
| White | 115,173 | 29.2% |
| Native American | 282 | 0.1% |
| Middle Eastern | 5,117 | 1.3% |
| **Total** | **394,927** | **100%** |

**Table 3** displays the disposition of the motor vehicle stops represented in **Table 2**, by race/ethnicity. Motorists can be arrested, released, or ticketed; in some cases, a motorist can be arrested and ticketed (approximately 0.84% of all stops). Such cases are counted in both the *arrested* and *ticketed* categories. TCLEOSE recognizes *written warnings* as a disposition, but the Houston Police Department does not utilize written warnings. In 2012, Motorists were ticketed in 70.1% of the motor vehicle stops recorded. In contrast, officers arrested motorists in 4.5% of incidents and released them in the remaining 25.9%.

**Table 3. Disposition by Race/Ethnicity**

| Disposition | Asian/PI | Black | Hispanic | White | Native American | Middle Eastern | Total (Disposition) |
|---|---|---|---|---|---|---|---|
| Arrested | 215 | 8,169 | 6,332 | 2,568 | 12 | 70 | 17,366 |
| Ticketed | 10,249 | 79,881 | 94,783 | 87,372 | 168 | 3,890 | 276,343 |
| Released/Warned | 3,435 | 39,712 | 32,193 | 24,828 | 102 | 1,141 | 101,411 |
| Total (Race/Ethnicity) | 13,899 | 127,762 | 133,308 | 114,768 | 282 | 5,101 | 395,120 |
| Percent | 3.5% | 32.3% | 33.7% | 29.0% | 0.1% | 1.3% | 100.0% |

**Table 4** displays the disposition of motor vehicle stops, represented in **Table 3**, as a percentage of race/ethnicity.

**Table 4. Disposition as a Percentage of Race/Ethnicity**

| Disposition | Asian/PI | Black | Hispanic | White | Native American | Middle Eastern | Total (Disposition) |
|---|---|---|---|---|---|---|---|
| Arrested | 1.5% | 6.4% | 4.7% | 2.2% | 4.3% | 1.4% | 4.4% |
| Ticketed | 73.7% | 62.5% | 71.1% | 76.1% | 59.6% | 76.3% | 69.9% |
| Released/Warned | 24.7% | 31.1% | 24.1% | 21.6% | 36.2% | 22.4% | 25.7% |
| Percent | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

**Table 5** displays the race/ethnic groups represented in **Table 3** as a percentage of the total number of motor vehicle stop dispositions. The values in the cells were derived by dividing the number of dispositions by race/ethnicity by the total number of motor vehicle stops for each disposition (e.g. the 215 Asian/P.I. motorists who were arrested represent 1.2 percent of the total number of motorists of all races and ethnicities who were arrested).

**Table 5. Race/Ethnicity as a Percentage of Disposition**

| Disposition | Asian/PI | Black | Hispanic | White | Native American | Middle Eastern | Total (Disposition) |
|---|---|---|---|---|---|---|---|
| Arrested | 1.2% | 47.0% | 36.5% | 14.8% | 0.1% | 0.4% | 100.0% |
| Ticketed | 3.7% | 28.9% | 34.3% | 31.6% | 0.1% | 1.4% | 100.0% |
| Released/Warned | 3.4% | 39.2% | 31.7% | 24.5% | 0.1% | 1.1% | 100.0% |
| Percent | 3.5% | 32.3% | 33.7% | 29.0% | 0.1% | 1.3% | 100.0% |

**Table 6** displays the types of searches conducted for all races/ethnicities.

**Table 6. Search Status by Race/Ethnicity**

| Search Reason | Asian/PI | Black | Hispanic | White | Native American | Middle Eastern | Total (Disposition) |
|---|---|---|---|---|---|---|---|
| No Search | 13,479 | 112,036 | 122,607 | 110,159 | 258 | 4,905 | 363,444 |
| Consent | 86 | 4,230 | 2,298 | 980 | 11 | 29 | 7,634 |
| Incident to Arrest | 139 | 5,608 | 4,350 | 1,668 | 7 | 62 | 11,834 |
| Plain View | 7 | 383 | 171 | 100 | 0 | 3 | 664 |
| Inventory (Towing) | 37 | 716 | 703 | 311 | 0 | 9 | 1,776 |
| Probable Cause | 120 | 3,163 | 1,907 | 1,194 | 5 | 80 | 6,469 |
| Total (Race/Ethnicity) | 13,868 | 126,136 | 132,036 | 114,412 | 281 | 5,088 | 391,821 |
| Percent | 3.5% | 32.2% | 33.7% | 29.2% | 0.1% | 1.3% | 100.0% |

**Table 7** displays the types of searches represented in **Table 6** as a percentage of race/ethnicity.

**Table 7. Search Status as a Percentage of Race/Ethnicity**

| Search Reason | Asian/PI | Black | Hispanic | White | Native American | Middle Eastern | Total (Disposition) |
|---|---|---|---|---|---|---|---|
| No Search | 97.2% | 88.8% | 92.9% | 96.3% | 91.8% | 96.4% | 92.8% |
| Consent | 0.6% | 3.4% | 1.7% | 0.9% | 3.9% | 0.6% | 1.9% |
| Incident to Arrest | 1.0% | 4.4% | 3.3% | 1.5% | 2.5% | 1.2% | 3.0% |
| Plain View | 0.1% | 0.3% | 0.1% | 0.1% | 0.0% | 0.1% | 0.2% |
| Inventory (Towing) | 0.3% | 0.6% | 0.5% | 0.3% | 0.0% | 0.2% | 0.5% |
| Probable Cause | 0.9% | 2.5% | 1.4% | 1.0% | 1.8% | 1.6% | 1.7% |
| Percent | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

**Table 8** provides information relative to the percentage of all detentions in the search status per race/ethnic group. This table displays the percent calculation from numerical values in each cell of **Table 6** data.

**Table 8. Race/Ethnicity as a Percentage of all Detentions in the Search Status**

| Search Reason | Asian/PI | Black | Hispanic | White | Native American | Middle Eastern | Total (Disposition) |
|---|---|---|---|---|---|---|---|
| No Search | 3.7% | 30.8% | 33.7% | 30.3% | 0.1% | 1.3% | 100.0% |
| Consent | 1.1% | 55.4% | 30.1% | 12.8% | 0.1% | 0.4% | 100.0% |
| Incident to Arrest | 1.2% | 47.4% | 36.8% | 14.1% | 0.1% | 0.5% | 100.0% |
| Plain View | 1.1% | 57.7% | 25.8% | 15.1% | 0.0% | 0.5% | 100.0% |
| Inventory (Towing) | 2.1% | 40.3% | 39.6% | 17.5% | 0.0% | 0.5% | 100.0% |
| Probable Cause | 1.9% | 48.9% | 29.5% | 18.5% | 0.1% | 1.2% | 100.0% |
| Percent | 3.5% | 32.2% | 33.7% | 29.2% | 0.1% | 1.3% | 100.0% |

## **ANALYSIS:** *2011 –2012 COMPARISON*

Traditionally, the Houston Police Department conducts a comparison of the detailed data from the most recent year versus the preceding year. As mentioned previously, the data restructuring required by the 2009 statutory changes was substantial, and limits the ability to meaningfully compare data acquired under different data regimes. As a consequence, the year-to-year comparisons will be restricted in this analysis.

The analysis conducted in this report consists primarily of a comparison of data in the present year (2012) versus the preceding year (2011). During 2012 there were 600 more motor vehicle stops and 31,078 fewer citations written, as demonstrated in **Table 9**:

**Table 9. 2011–2012 Comparison of Motor Vehicle Stops and Citations Issued**

| Year | Motor Vehicle Stops | Citations |
|---|---|---|
| 2011 | 388,403 | 696,711 |
| 2012 | 389,003 | 665,633 |

**Table 10** indicates only very small differences in year-over-year traffic stop patterns. These differences are indistinguishable from random variation. Caution should be exercised in interpreting these changes. The population of Houston is not stagnant and there are insufficient measures available to properly control for changes in population makeup on a year-to-year basis.

**Table 10. 2010–2011 Comparison of Motor Vehicle Stops by Race/Ethnicity**

| Race/Ethnicity | 2011 | 2012 | Difference * |
|---|---|---|---|
| Asian/Pacific Islander | 3.8% | 3.5% | -0.3 |
| Black | 32.0% | 32.2% | 0.2 |
| Hispanic | 33.3% | 33.7% | 0.4 |
| White | 29.8% | 29.2% | -0.6 |
| Native American | 0.1% | 0.1% | 0.0 |
| Middle Eastern | 1.0% | 1.3% | 0.3 |
| **Total** | **100.0%** | **100%** | |

* **Difference is numeric change in percentage when comparing 2012 to 2011 data; it is not percent change. Positive differences are increases in 2012 over 2011 data, while negative values are decreases. Due to number rounding, the noted difference may deviate from a simple subtraction of the entries in the 2011 column from the 2012 column.**

**Table 11** compares the data reported to TCLEOSE on the mandatory form for the two years. Both reports were based on extrapolated estimates. The table documents categories, counts, and the share of total stops for each category. The table also provides the actual year-

to-year (Y2Y) change in values as well as the magnitude of the change as a percentage of the 2010 baseline. The final column describes the change in the relative share of the category from year to year. For the "Y2Y" columns, a positive number indicates an increase in 2012 versus 2011, while the negative shows the opposite.

**Table 11. 2011–2012 Comparison of TCLEOSE Reported Data**

| Categories | 2011 | Share (%) of Stops | 2012 | Share (%) of Stops | Y2Y Change | Y2Y % Change | Share Change |
|---|---|---|---|---|---|---|---|
| Total # Stops | 388,403 | 100.0% | 394,927 | 100.0% | 6,524 | 1.7% | 0% |
| Gender | | | | | | | |
| Female | 126,016 | 32.4% | 127,258 | 32.2% | 1,242 | 1.0% | -0.2% |
| Male | 262,387 | 67.6% | 267,669 | 67.8% | 5,282 | 2.0% | 0.2% |
| Race/Ethnicity | | | | | | | |
| Black | 124,264 | 32.0% | 127,216 | 32.2% | 2,952 | 2.4% | 0.2% |
| Asian | 14,608 | 3.8% | 13,929 | 3.5% | -679 | -4.6% | -0.2% |
| White | 115,632 | 29.8% | 115,173 | 29.2% | -459 | -0.4% | -0.6% |
| Hispanic | 129,469 | 33.3% | 133,210 | 33.7% | 3,741 | 2.9% | 0.4% |
| Middle Eastern | 4,002 | 1.0% | 5,117 | 1.3% | 1,115 | 27.9% | 0.3% |
| Native American | 429 | 0.1% | 282 | 0.1% | -147 | -34.3% | 0.0% |
| Race/Ethnicity Known Prior? | | | | | | | |
| Yes | 11,158 | 2.9% | 9,925 | 2.5% | -1,233 | -11.1% | -0.4% |
| No | 377,245 | 97.1% | 385,002 | 97.5% | 7,757 | 2.1% | 0.4% |
| Reason for Stop | | | | | | | |
| Violation of law other than traffic | 14,463 | 3.7% | 8,114 | 2.1% | -6,349 | -43.9% | -1.7% |
| Pre-Existing Knowledge | 4,988 | 1.3% | 5,679 | 1.4% | 691 | 13.9% | 0.2% |
| Moving Traffic Violation | 282,827 | 72.8% | 300,093 | 76.0% | 17,266 | 6.1% | 3.2% |
| Vehicle Traffic Violation | 86,125 | 22.2% | 81,041 | 20.5% | -5,084 | -5.9% | -1.7% |
| Search Conducted? | | | | | | | |
| Yes | 29,280 | 7.5% | 28,657 | 7.3% | -623 | -2.1% | -0.3% |
| No | 359,123 | 92.5% | 366,270 | 92.7% | 7,147 | 2.0% | 0.3% |
| Reason for Search | | | | | | | |
| Consent | 9,382 | 32.0% | 7,654 | 26.7% | -1,728 | -18.4% | -5.3% |
| Contraband/Evidence in Plain Sight | 651 | 2.2% | 666 | 2.3% | 15 | 2.3% | 0.1% |
| Probable Cause | 3,481 | 11.9% | 6,494 | 22.7% | 3,013 | 86.6% | 10.8% |
| Inventory Result of Towing | 1,584 | 5.4% | 1,784 | 6.2% | 200 | 12.6% | 0.8% |
| Incident to Arrest | 14,181 | 48.4% | 12,059 | 42.1% | -2,122 | -15.0% | -6.4% |
| Contraband Discovered? | | | | | | | |
| Yes | 3,976 | 13.6% | 4,284 | 14.9% | 308 | 7.7% | 1.4% |
| No | 25,303 | 86.4% | 24,373 | 85.1% | -930 | -3.7% | -1.4% |
| Description of Contraband | | | | | | | |
| Illegal Drugs/Paraphernalia | 2,920 | 10.0% | 2,930 | 10.2% | 10 | 0.3% | 0.3% |
| Currency | 24 | 0.1% | 38 | 0.1% | 14 | 58.3% | 0.1% |
| Weapons | 274 | 0.9% | 270 | 0.9% | -4 | -1.5% | 0.0% |
| Alcohol | 476 | 1.6% | 389 | 1.4% | -87 | -18.3% | -0.3% |
| Stolen Property | 74 | 0.3% | 82 | 0.3% | 8 | 10.8% | 0.0% |
| Other | 208 | 0.7% | 575 | 2.0% | 367 | 176.4% | 1.3% |
| Arrest Result of Stop or Search | | | | | | | |
| Yes | 34,467 | 8.9% | 17,852 | 4.5% | -16,615 | -48.2% | -4.4% |
| No | 353,936 | 91.1% | 377,075 | 95.5% | 23,139 | 6.5% | 4.4% |
| Arrest Based On: | | | | | | | |
| Violation of Penal Code | 8,979 | 2.3% | 7,372 | 1.9% | -1,607 | -17.9% | -0.4% |
| Violation of a Traffic Law | 14,977 | 3.9% | 2,997 | 0.8% | -11,980 | -80.0% | -3.1% |
| Violation of City Ordinance | 2,432 | 0.6% | 561 | 0.1% | -1,871 | -76.9% | -0.5% |
| Outstanding Warrant | 8,079 | 2.1% | 6,922 | 1.8% | -1,157 | -14.3% | -0.3% |
| Location of Stop | | | | | | | |
| City Street | 270,464 | 69.6% | 287,961 | 72.9% | 17,497 | 6.5% | 3.3% |
| US Highway | 116,084 | 29.9% | 105,386 | 26.7% | -10,698 | -9.2% | -3.2% |
| County Road | 339 | 0.1% | 272 | 0.1% | -67 | -19.8% | 0.0% |
| Private Property | 1,516 | 0.4% | 1,308 | 0.3% | -208 | -13.7% | -0.1% |
| Citation Issued? | | | | | | | |
| Yes | 243,966 | 62.8% | 276,805 | 70.1% | 32,839 | 13.5% | 7.3% |
| No | 144,437 | 37.2% | 118,122 | 29.9% | -26,315 | -18.2% | -7.3% |

An analysis of **Table 11** reveals some patterns of interest:

- The relative shares of the ethnic groups remained relatively stable. There were small declines in the shares of Asian and White motorists stopped (-0.3% and -0.6%, respectively).

- However, the absolute portion of stops of motorists of Middle Eastern ethnicity increased. Nevertheless, Middle Eastern motorists stopped in such small proportion that small changes can result in wide fluctuations.

- The share of stops in which the race of the driver was known prior to the stop declined 0.4%.

- Among the reasons for stops, the proportion stopped for violation of a law other than traffic declined. Increases in moving traffic violations and pre-existing knowledge were observed.

- The share of stops resulting in searches declined slightly (0.2% change).

- For the second year, the "hit rate" (the share of stops in which contraband was discovered) increased. In 2012, the portion in which contraband was found increased from 13.6% of searches to 14.9% of searches. Substantially more searches were conducted based on probable cause (increase of 3,273). Fewer searches were conducted based on consent and arrest (-1,503 and -1,832, respectively).

- The number of stops resulting in arrest declined by 16,614 (48.2%) while the portion of stops resulting in citation increased from 62.8% to 70.1%.

## CONCLUSIONS

The Houston Police Department is committed to working cooperatively with the community to resolve issues of mutual concern. An important issue is that of racially biased policing. The Houston Police Department has consistently made strides in providing fair and equitable services of the highest quality to the people encompassing its neighborhoods, businesses and organizations.

The 2012 comparative report reveals that there is no substantial, statistically significant evidence that racial profiling has occurred against any race/ethnic group represented in Houston. Most differences between the two years involve modest increases and decreases in nearly every type of stop and search when weighed against the total number of motor vehicle stops (N=389,003).

The only discernible trend is the decline in the number of arrest outcomes documented by Houston Police officers. There are differences in the pattern of searches and contraband seizure that indicate officers were much more effective at identifying offenders with contraband.

**In conclusion, there is no evidence that any officers in the department have engaged in racial profiling.** The two complaints reported to the department in 2012 were investigated and determined to be *unfounded* or *not sustained*. *Unfounded* is a disposition that results from a finding that the alleged behavior did not occur. *Not Sustained* is a disposition that results when the evidence is insufficient to establish whether or not the incident occurred.

# APPENDIX A

# Traffic Citation Comparison

# TRAFFIC CITATION COMPARISON
## 2011 and 2012

| MONTH | 2011 TOTAL | 2011 HPD | 2011 METRO | % BY METRO | 2012 TOTAL | 2012 HPD | 2012 METRO | % BY METRO |
|---|---|---|---|---|---|---|---|---|
| **January** | 48,996 | **48,518** | 478 | 0.98% | 58,462 | **57,922** | 540 | 0.92% |
| **February** | 48,417 | **47,913** | 504 | 1.04% | 60,605 | **60,098** | 507 | 0.84% |
| **March** | 60,206 | **59,571** | 635 | 1.05% | 61,879 | **61,454** | 425 | 0.69% |
| **April** | 61,388 | **60,796** | 592 | 0.96% | 62,449 | **62,059** | 390 | 0.62% |
| **May** | 59,285 | **58,555** | 730 | 1.23% | 71,438 | **71,117** | 321 | 0.45% |
| **June** | 72,649 | **71,755** | 894 | 1.23% | 66,355 | **65,997** | 358 | 0.54% |
| **July** | 60,336 | **59,636** | 700 | 1.16% | 47,974 | **47,622** | 352 | 0.73% |
| **August** | 49,369 | **48,659** | 710 | 1.44% | 58,637 | **58,216** | 421 | 0.72% |
| **September** | 57,017 | **56,428** | 589 | 1.03% | 50,051 | **49,613** | 438 | 0.88% |
| **October** | 61,786 | **60,901** | 885 | 1.43% | 49,444 | **49,040** | 404 | 0.82% |
| **November** | 59,310 | **58,828** | 482 | 0.81% | 42,453 | **42,070** | 383 | 0.90% |
| **December** | 65,503 | **65,151** | 352 | 0.54% | 40,803 | **40,425** | 378 | 0.93% |
| **TOTAL** | **704,262** | **696,711** | **7,551** | **1.07%** | **670,550** | **665,633** | **4,917** | **0.73%** |

**Note:** Numbers are compiled by Municipal Courts and represent total violations
Numbers are compiled based on violations written and processed by Municipal Courts
Total Includes traffic citations issued by other agencies

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# APPENDIX B

# 2012 Data Set

# 2012 Traffic Stop Data

## Table B1: Detention Disposition by Race/Ethnicity

| Disposition | Asian/PI | | | Black | | | Hispanic | | | White | | | Native American | | | Middle Eastern | | | Total (Disposition) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | % | Count |
| Arrested | 215 | 1.5% | 1.2% | 8,169 | 6.4% | 47.0% | 6,332 | 4.7% | 36.5% | 2,568 | 2.2% | 14.8% | 12 | 4.3% | 0.1% | 70 | 1.4% | 0.4% | 4.4% | 17,366 |
| Ticketed | 10,249 | 73.7% | 3.7% | 79,881 | 62.5% | 28.9% | 94,783 | 71.1% | 34.3% | 87,372 | 76.1% | 31.6% | 168 | 59.6% | 0.1% | 3,890 | 76.3% | 1.4% | 69.9% | 276,343 |
| Released/Warned | 3,435 | 24.7% | 3.4% | 39,712 | 31.1% | 39.2% | 32,193 | 24.1% | 31.7% | 24,828 | 21.6% | 24.5% | 102 | 36.2% | 0.1% | 1,141 | 22.4% | 1.1% | 25.7% | 101,411 |
| Total (Race/Ethnicity) | 13,899 | 100.0% | 3.5% | 127,762 | 100.0% | 32.3% | 133,308 | 100.0% | 33.7% | 114,768 | 100.0% | 29.0% | 282 | 100.0% | 0.1% | 5,101 | 100.0% | 1.3% | 100.0% | 395,120 |

## Table B2: Search Status by Race/Ethnicity

| Search Reason | Asian/PI | | | Black | | | Hispanic | | | White | | | Native American | | | Middle Eastern | | | Total (Disposition) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | % | Count |
| No Search | 13,479 | 97.2% | 3.7% | 112,036 | 88.8% | 30.8% | 122,607 | 92.9% | 33.7% | 110,159 | 96.3% | 30.3% | 258 | 91.8% | 0.1% | 4,905 | 96.4% | 1.3% | 92.8% | 363,444 |
| Consent | 86 | 0.6% | 1.1% | 4,230 | 3.4% | 55.4% | 2,298 | 1.7% | 30.1% | 980 | 0.9% | 12.8% | 11 | 3.9% | 0.1% | 29 | 0.6% | 0.4% | 1.9% | 7,634 |
| Incident to Arrest | 139 | 1.0% | 1.2% | 5,608 | 4.4% | 47.4% | 4,350 | 3.3% | 36.8% | 1,668 | 1.5% | 14.1% | 7 | 2.5% | 0.1% | 62 | 1.2% | 0.5% | 3.0% | 11,834 |
| Plain View | 7 | 0.1% | 1.1% | 383 | 0.3% | 57.7% | 171 | 0.1% | 25.8% | 100 | 0.1% | 15.1% | 0 | 0.0% | 0.0% | 3 | 0.1% | 0.5% | 0.2% | 664 |
| Inventory (Towing) | 37 | 0.3% | 2.1% | 716 | 0.6% | 40.3% | 703 | 0.5% | 39.6% | 311 | 0.3% | 17.5% | 0 | 0.0% | 0.0% | 9 | 0.2% | 0.5% | 0.5% | 1,776 |
| Probable Cause | 120 | 0.9% | 1.9% | 3,163 | 2.5% | 48.9% | 1,907 | 1.4% | 29.5% | 1,194 | 1.0% | 18.5% | 5 | 1.8% | 0.1% | 80 | 1.6% | 1.2% | 1.7% | 6,469 |
| Total (Race/Ethnicity) | 13,868 | 100.0% | 3.5% | 126,136 | 100.0% | 32.2% | 132,036 | 100.0% | 33.7% | 114,412 | 100.0% | 29.2% | 281 | 100.0% | 0.1% | 5,088 | 100.0% | 1.3% | 100.0% | 391,821 |

# 2012 Traffic Stop Data

## Table B3: Stop Reason and Disposition by Race/Ethnicity

| Stop Reason | Disposition | Asian/PI | | | Black | | | Hispanic | | | White | | | Native American | | | Middle Eastern | | | Total (Disposition) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | % | Count |
| Moving Traffic | Arrested | 158 | 1.1% | 1.7% | 3,821 | 3.0% | 42.0% | 3,534 | 2.7% | 38.8% | 1,524 | 1.3% | 16.8% | 10 | 3.5% | 0.1% | 51 | 1.0% | 0.6% | 2.3% | 9,098 |
| | Ticketed | 9,448 | 68.0% | 4.1% | 63,486 | 49.7% | 27.4% | 76,817 | 57.6% | 33.1% | 78,440 | 68.3% | 33.8% | 128 | 45.4% | 0.1% | 3,648 | 71.5% | 1.6% | 58.7% | 231,967 |
| | Released/Warned | 2,498 | 18.0% | 4.2% | 21,569 | 16.9% | 36.6% | 17,028 | 12.8% | 28.9% | 16,997 | 14.8% | 28.8% | 63 | 22.3% | 0.1% | 810 | 15.9% | 1.4% | 14.9% | 58,965 |
| Pre-Existing Knowledge | Arrested | 12 | 0.1% | 0.5% | 1,347 | 1.1% | 51.1% | 943 | 0.7% | 35.8% | 332 | 0.3% | 12.6% | 0 | 0.0% | 0.0% | 2 | 0.0% | 0.1% | 0.7% | 2,636 |
| | Ticketed | 15 | 0.1% | 0.9% | 682 | 0.5% | 41.7% | 764 | 0.6% | 46.7% | 170 | 0.1% | 10.4% | 2 | 0.7% | 0.1% | 4 | 0.1% | 0.2% | 0.4% | 1,637 |
| | Released/Warned | 20 | 0.1% | 1.1% | 882 | 0.7% | 49.6% | 678 | 0.5% | 38.1% | 184 | 0.2% | 10.3% | 1 | 0.4% | 0.1% | 13 | 0.3% | 0.7% | 0.4% | 1,778 |
| Vehicle Traffic | Arrested | 31 | 0.2% | 0.7% | 2,481 | 1.9% | 54.1% | 1,531 | 1.1% | 33.4% | 530 | 0.5% | 11.5% | 2 | 0.7% | 0.0% | 15 | 0.3% | 0.3% | 1.2% | 4,590 |
| | Ticketed | 754 | 5.4% | 1.9% | 14,782 | 11.6% | 36.9% | 16,086 | 12.1% | 40.2% | 8,169 | 7.1% | 20.4% | 38 | 13.5% | 0.1% | 223 | 4.4% | 0.6% | 10.1% | 40,052 |
| | Released/Warned | 848 | 6.1% | 2.3% | 15,469 | 12.1% | 42.7% | 12,729 | 9.5% | 35.1% | 6,845 | 6.0% | 18.9% | 35 | 12.4% | 0.1% | 288 | 5.6% | 0.8% | 9.2% | 36,214 |
| Violation of Law Other than Traffic | Arrested | 14 | 0.1% | 1.3% | 520 | 0.4% | 49.9% | 324 | 0.2% | 31.1% | 182 | 0.2% | 17.5% | 0 | 0.0% | 0.0% | 2 | 0.0% | 0.2% | 0.3% | 1,042 |
| | Ticketed | 32 | 0.2% | 1.2% | 931 | 0.7% | 34.6% | 1,116 | 0.8% | 41.5% | 593 | 0.5% | 22.1% | 0 | 0.0% | 0.0% | 15 | 0.3% | 0.6% | 0.7% | 2,687 |
| | Released/Warned | 69 | 0.5% | 1.5% | 1,792 | 1.4% | 40.2% | 1,758 | 1.3% | 39.5% | 802 | 0.7% | 18.0% | 3 | 1.1% | 0.1% | 30 | 0.6% | 0.7% | 1.1% | 4,454 |
| Total (Race/Ethnicity) | | 13,899 | 100.0% | 3.5% | 127,762 | 100.0% | 32.3% | 133,308 | 100.0% | 33.7% | 114,768 | 100.0% | 29.0% | 282 | 100.0% | 0.1% | 5,101 | 100.0% | 1.3% | 100.0% | 395,120 |

# 2012 Traffic Stop Data

## Table B4: Stop Reason and Search Status by Race/Ethnicity

| Stop Reason | Search Reason | Asian/PI | | | Black | | | Hispanic | | | White | | | Native American | | | Middle Eastern | | | Total (Search) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | % | Count |
| Moving Traffic | No Search | 11,782 | 85.0% | 4.2% | 80,209 | 63.6% | 28.5% | 90,828 | 68.8% | 32.3% | 93,811 | 82.0% | 33.4% | 182 | 64.8% | 0.1% | 4,347 | 85.4% | 1.5% | 71.8% | 281,159 |
| | Consent | 60 | 0.4% | 1.3% | 2,491 | 2.0% | 54.1% | 1,368 | 1.0% | 29.7% | 659 | 0.6% | 14.3% | 8 | 2.8% | 0.2% | 21 | 0.4% | 0.5% | 1.2% | 4,607 |
| | Incident to Arrest | 95 | 0.7% | 1.5% | 2,608 | 2.1% | 42.2% | 2,434 | 1.8% | 39.4% | 979 | 0.9% | 15.9% | 6 | 2.1% | 0.1% | 51 | 1.0% | 0.8% | 1.6% | 6,173 |
| | Plain View | 3 | 0.0% | 0.8% | 222 | 0.2% | 56.6% | 97 | 0.1% | 24.7% | 68 | 0.1% | 17.3% | 0 | 0.0% | 0.0% | 2 | 0.0% | 0.5% | 0.1% | 392 |
| | Inventory (Towing) | 29 | 0.2% | 2.7% | 371 | 0.3% | 34.4% | 456 | 0.3% | 42.3% | 213 | 0.2% | 19.8% | 0 | 0.0% | 0.0% | 8 | 0.2% | 0.7% | 0.3% | 1,077 |
| | Probable Cause | 111 | 0.8% | 2.2% | 2,237 | 1.8% | 45.2% | 1,483 | 1.1% | 30.0% | 1,035 | 0.9% | 20.9% | 5 | 1.8% | 0.1% | 73 | 1.4% | 1.5% | 1.3% | 4,944 |
| Pre-Existing Knowledge | No Search | 33 | 0.2% | 1.0% | 1,506 | 1.2% | 45.2% | 1,415 | 1.1% | 42.5% | 358 | 0.3% | 10.7% | 3 | 1.1% | 0.1% | 16 | 0.3% | 0.5% | 0.9% | 3,331 |
| | Consent | 0 | 0.0% | 0.0% | 131 | 0.1% | 51.4% | 89 | 0.1% | 34.9% | 35 | 0.0% | 13.7% | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | 0.1% | 255 |
| | Incident to Arrest | 10 | 0.1% | 0.6% | 864 | 0.7% | 51.6% | 601 | 0.5% | 35.9% | 200 | 0.2% | 11.9% | 0 | 0.0% | 0.0% | 1 | 0.0% | 0.1% | 0.4% | 1,676 |
| | Plain View | 0 | 0.0% | 0.0% | 14 | 0.0% | 45.2% | 11 | 0.0% | 35.5% | 6 | 0.0% | 19.4% | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | 0.0% | 31 |
| | Inventory (Towing) | 3 | 0.0% | 1.4% | 106 | 0.1% | 48.4% | 80 | 0.1% | 36.5% | 29 | 0.0% | 13.2% | 0 | 0.0% | 0.0% | 1 | 0.0% | 0.5% | 0.1% | 219 |
| | Probable Cause | 0 | 0.0% | 0.0% | 95 | 0.1% | 57.9% | 47 | 0.0% | 28.7% | 22 | 0.0% | 13.4% | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | 0.0% | 164 |
| Vehicle Traffic | No Search | 1,571 | 11.3% | 2.2% | 28,076 | 22.3% | 38.6% | 27,779 | 21.0% | 38.2% | 14,697 | 12.8% | 20.2% | 71 | 25.3% | 0.1% | 502 | 9.9% | 0.7% | 18.6% | 72,696 |
| | Consent | 20 | 0.1% | 0.9% | 1,308 | 1.0% | 59.4% | 651 | 0.5% | 29.6% | 217 | 0.2% | 9.9% | 2 | 0.7% | 0.1% | 5 | 0.1% | 0.2% | 0.6% | 2,203 |
| | Incident to Arrest | 25 | 0.2% | 0.8% | 1,757 | 1.4% | 54.6% | 1,072 | 0.8% | 33.3% | 353 | 0.3% | 11.0% | 1 | 0.4% | 0.0% | 9 | 0.2% | 0.3% | 0.8% | 3,217 |
| | Plain View | 1 | 0.0% | 0.9% | 64 | 0.1% | 58.2% | 32 | 0.0% | 29.1% | 13 | 0.0% | 11.8% | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | 0.0% | 110 |
| | Inventory (Towing) | 4 | 0.0% | 0.9% | 219 | 0.2% | 51.9% | 144 | 0.1% | 34.1% | 55 | 0.0% | 13.0% | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | 0.1% | 422 |
| | Probable Cause | 6 | 0.0% | 0.6% | 644 | 0.5% | 62.2% | 277 | 0.2% | 26.8% | 103 | 0.1% | 10.0% | 0 | 0.0% | 0.0% | 5 | 0.1% | 0.5% | 0.3% | 1,035 |
| Violation of Law Other than Traffic | No Search | 93 | 0.7% | 1.5% | 2,245 | 1.8% | 35.9% | 2,585 | 2.0% | 41.3% | 1,293 | 1.1% | 20.7% | 2 | 0.7% | 0.0% | 40 | 0.8% | 0.6% | 1.6% | 6,258 |
| | Consent | 6 | 0.0% | 1.1% | 300 | 0.2% | 52.7% | 190 | 0.1% | 33.4% | 69 | 0.1% | 12.1% | 1 | 0.4% | 0.2% | 3 | 0.1% | 0.5% | 0.1% | 569 |
| | Incident to Arrest | 9 | 0.1% | 1.2% | 379 | 0.3% | 49.3% | 243 | 0.2% | 31.6% | 136 | 0.1% | 17.7% | 0 | 0.0% | 0.0% | 1 | 0.0% | 0.1% | 0.2% | 768 |
| | Plain View | 3 | 0.0% | 2.3% | 83 | 0.1% | 63.4% | 31 | 0.0% | 23.7% | 13 | 0.0% | 9.9% | 0 | 0.0% | 0.0% | 1 | 0.0% | 0.8% | 0.0% | 131 |
| | Inventory (Towing) | 1 | 0.0% | 1.7% | 20 | 0.0% | 34.5% | 23 | 0.0% | 39.7% | 14 | 0.0% | 24.1% | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | 0.0% | 58 |
| | Probable Cause | 3 | 0.0% | 0.9% | 187 | 0.1% | 57.4% | 100 | 0.1% | 30.7% | 34 | 0.0% | 10.4% | 0 | 0.0% | 0.0% | 2 | 0.0% | 0.6% | 0.1% | 326 |
| Total (Race/Ethnicity) | | 13,868 | 100.0% | 3.5% | 126,136 | 100.0% | 32.2% | 132,036 | 100.0% | 33.7% | 114,412 | 100.0% | 29.2% | 281 | 100.0% | 0.1% | 5,088 | 100.0% | 1.3% | 100.0% | 391,821 |

# APPENDIX C

# 2011 Data Set

# 2011 Traffic Stop Data

## Table C1: Detention Disposition by Race/Ethnicity

| Disposition | Asian/PI | | | Black | | | Hispanic | | | White | | | Native American | | | Middle Eastern | | | Total (Disposition) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | % | Count |
| Arrested | 567 | 1.5% | 1.2% | 8,500 | 6.4% | 47.0% | 9,029 | 4.7% | 36.5% | 4,947 | 2.2% | 14.8% | 26 | 4.3% | 0.1% | 140 | 1.4% | 0.4% | 9.3% | 23,209 |
| Ticketed | 6,102 | 24.7% | 3.4% | 43,152 | 31.1% | 39.2% | 52,121 | 24.1% | 31.7% | 50,411 | 21.6% | 24.5% | 164 | 36.2% | 0.1% | 1,621 | 22.4% | 1.1% | 61.5% | 153,571 |
| Released/Warned | 2,630 | 73.7% | 3.7% | 28,792 | 62.5% | 28.9% | 22,310 | 71.1% | 34.3% | 18,413 | 76.1% | 31.6% | 84 | 59.6% | 0.1% | 782 | 76.3% | 1.4% | 29.2% | 73,011 |
| Total (Race/Ethnicity) | 9,299 | 100.0% | 3.5% | 80,444 | 100.0% | 32.3% | 83,460 | 100.0% | 33.7% | 73,771 | 100.0% | 29.0% | 274 | 100.0% | 0.1% | 2,543 | 100.0% | 1.3% | 100.0% | 249,791 |

## Table C2: Search Status by Race/Ethnicity

| Search Reason | Asian/PI | | | Black | | | Hispanic | | | White | | | Native American | | | Middle Eastern | | | Total (Disposition) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | % | Count |
| No Search | 9,022 | 97.3% | 4.0% | 69,514 | 88.2% | 30.5% | 75,961 | 92.5% | 33.3% | 70,618 | 96.3% | 31.0% | 256 | 94.1% | 0.1% | 2,492 | 98.1% | 1.1% | 92.5% | 227,863 |
| Consent | 91 | 1.0% | 1.5% | 3,313 | 4.2% | 55.7% | 1,708 | 2.1% | 28.7% | 819 | 1.1% | 13.8% | 4 | 1.5% | 0.1% | 18 | 0.7% | 0.3% | 2.4% | 5,953 |
| Incident to Arrest | 105 | 1.1% | 1.2% | 4,080 | 5.2% | 45.3% | 3,358 | 4.1% | 37.3% | 1,425 | 1.9% | 15.8% | 11 | 4.0% | 0.1% | 19 | 0.7% | 0.2% | 3.7% | 8,998 |
| Plain View | 4 | 0.0% | 1.0% | 263 | 0.3% | 63.7% | 88 | 0.1% | 21.3% | 58 | 0.1% | 14.0% | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | 0.2% | 413 |
| Inventory (Towing) | 16 | 0.2% | 1.6% | 415 | 0.5% | 41.3% | 376 | 0.5% | 37.4% | 194 | 0.3% | 19.3% | 0 | 0.0% | 0.0% | 4 | 0.2% | 0.4% | 0.4% | 1,005 |
| Probable Cause | 31 | 0.3% | 1.4% | 1,260 | 1.6% | 57.0% | 657 | 0.8% | 29.7% | 254 | 0.3% | 11.5% | 1 | 0.4% | 0.0% | 6 | 0.2% | 0.3% | 0.9% | 2,209 |
| Total (Race/Ethnicity) | 9,269 | 100.0% | 3.8% | 78,845 | 100.0% | 32.0% | 82,148 | 100.0% | 33.3% | 73,368 | 100.0% | 29.8% | 272 | 100.0% | 0.1% | 2,539 | 100.0% | 1.0% | 100.0% | 246,441 |

# 2011 Traffic Stop Data

## Table C3: Stop Reason and Disposition by Race/Ethnicity

| Stop Reason | Disposition | Asian/PI | | | Black | | | Hispanic | | | White | | | Native American | | | Middle Eastern | | | Total (Disposition) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | % | Count |
| Moving Traffic | Arrested | 520 | 5.6% | 3.2% | 5,051 | 6.3% | 30.6% | 6,742 | 8.1% | 40.9% | 4,035 | 5.5% | 24.5% | 24 | 8.8% | 0.1% | 128 | 5.0% | 0.8% | 6.6% | 16,500 |
| | Ticketed | 5,465 | 58.9% | 4.5% | 30,615 | 38.1% | 25.4% | 39,363 | 47.2% | 32.7% | 43,421 | 58.8% | 36.0% | 141 | 51.5% | 0.1% | 1,481 | 58.2% | 1.2% | 48.3% | 120,486 |
| | Released/Warned | 1,956 | 21.1% | 4.4% | 16,324 | 20.3% | 37.0% | 12,504 | 15.0% | 28.4% | 12,659 | 17.1% | 28.7% | 66 | 24.1% | 0.1% | 559 | 22.0% | 1.3% | 17.6% | 44,068 |
| Pre-Existing Knowledge | Arrested | 11 | 0.1% | 0.7% | 877 | 1.1% | 52.8% | 557 | 0.7% | 33.6% | 212 | 0.3% | 12.8% | 1 | 0.4% | 0.1% | 2 | 0.1% | 0.1% | 0.7% | 1,660 |
| | Ticketed | 12 | 0.1% | 1.0% | 545 | 0.7% | 44.1% | 553 | 0.7% | 44.8% | 122 | 0.2% | 9.9% | 2 | 0.7% | 0.2% | 1 | 0.0% | 0.1% | 0.5% | 1,235 |
| | Released/Warned | 11 | 0.1% | 2.0% | 281 | 0.3% | 51.0% | 199 | 0.2% | 36.1% | 58 | 0.1% | 10.5% | 0 | 0.0% | 0.0% | 2 | 0.1% | 0.4% | 0.2% | 551 |
| Vehicle Traffic | Arrested | 25 | 0.3% | 0.6% | 1,970 | 2.5% | 49.8% | 1,413 | 1.7% | 35.7% | 539 | 0.7% | 13.6% | 0 | 0.0% | 0.0% | 9 | 0.4% | 0.2% | 1.6% | 3,956 |
| | Ticketed | 553 | 6.0% | 2.0% | 10,836 | 13.5% | 38.3% | 10,676 | 12.8% | 37.7% | 6,125 | 8.3% | 21.6% | 17 | 6.2% | 0.1% | 120 | 4.7% | 0.4% | 11.3% | 28,327 |
| | Released/Warned | 579 | 6.2% | 2.5% | 10,207 | 12.7% | 43.2% | 7,839 | 9.4% | 33.2% | 4,798 | 6.5% | 20.3% | 13 | 4.7% | 0.1% | 186 | 7.3% | 0.8% | 9.5% | 23,622 |
| Violation of Law Other than Traffic | Arrested | 11 | 0.1% | 1.1% | 502 | 0.6% | 48.4% | 317 | 0.4% | 30.5% | 206 | 0.3% | 19.8% | 1 | 0.4% | 0.1% | 1 | 0.0% | 0.1% | 0.4% | 1,038 |
| | Ticketed | 47 | 0.5% | 1.3% | 1,156 | 1.4% | 33.0% | 1,529 | 1.8% | 43.7% | 743 | 1.0% | 21.2% | 4 | 1.5% | 0.1% | 19 | 0.7% | 0.5% | 1.4% | 3,498 |
| | Released/Warned | 84 | 0.9% | 1.8% | 1,977 | 2.5% | 41.5% | 1,768 | 2.1% | 37.1% | 898 | 1.2% | 18.8% | 5 | 1.8% | 0.1% | 35 | 1.4% | 0.7% | 1.9% | 4,767 |
| Total (Race/Ethnicity) | | 9,274 | 100.0% | 3.7% | 80,341 | 100.0% | 32.2% | 83,460 | 100.0% | 33.4% | 73,816 | 100.0% | 29.6% | 274 | 100.0% | 0.1% | 2,543 | 100.0% | 1.0% | 100.0% | 249,708 |

# 2011 Traffic Stop Data

## Table C4: Stop Reason and Search Status by Race/Ethnicity

| Stop Reason | Search Reason | Asian/PI | | | Black | | | Hispanic | | | White | | | Native American | | | Middle Eastern | | | Total (Search) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | Count | % of Race | % of Disp | % | Count |
| Moving Traffic | No Search | 7,746 | 83.6% | 4.6% | 46,337 | 58.8% | 27.5% | 54,116 | 65.9% | 32.1% | 58,163 | 79.3% | 34.5% | 217 | 79.8% | 0.1% | 2,130 | 84.1% | 1.3% | 68.5% | 168,709 |
| | Consent | 71 | 0.8% | 1.8% | 2,109 | 2.7% | 54.5% | 1,131 | 1.4% | 29.2% | 545 | 0.7% | 14.1% | 3 | 1.1% | 0.1% | 13 | 0.5% | 0.3% | 1.6% | 3,872 |
| | Incident to Arrest | 83 | 0.9% | 1.8% | 1,774 | 2.2% | 38.5% | 1,861 | 2.3% | 40.4% | 862 | 1.2% | 18.7% | 9 | 3.3% | 0.2% | 15 | 0.6% | 0.3% | 1.9% | 4,604 |
| | Plain View | 1 | 0.0% | 0.5% | 130 | 0.2% | 61.0% | 52 | 0.1% | 24.4% | 30 | 0.0% | 14.1% | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | 0.1% | 213 |
| | Inventory (Towing) | 15 | 0.2% | 2.4% | 210 | 0.3% | 34.0% | 266 | 0.3% | 43.0% | 125 | 0.2% | 20.2% | 0 | 0.0% | 0.0% | 2 | 0.1% | 0.3% | 0.3% | 618 |
| | Probable Cause | 25 | 0.3% | 1.7% | 796 | 1.0% | 55.4% | 434 | 0.5% | 30.2% | 176 | 0.2% | 12.2% | 1 | 0.4% | 0.1% | 5 | 0.2% | 0.3% | 0.6% | 1,437 |
| Pre-Existing Knowledge | No Search | 22 | 0.2% | 1.3% | 753 | 1.0% | 43.8% | 741 | 0.9% | 43.1% | 203 | 0.3% | 11.8% | 1 | 0.4% | 0.1% | 0 | 0.0% | 0.0% | 0.7% | 1,720 |
| | Consent | 4 | 0.0% | 2.8% | 91 | 0.1% | 63.6% | 31 | 0.0% | 21.7% | 17 | 0.0% | 11.9% | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | 0.1% | 143 |
| | Incident to Arrest | 6 | 0.1% | 0.5% | 594 | 0.8% | 53.6% | 380 | 0.5% | 34.3% | 128 | 0.2% | 11.5% | 1 | 0.4% | 0.1% | 0 | 0.0% | 0.0% | 0.5% | 1,109 |
| | Plain View | 0 | 0.0% | 0.0% | 5 | 0.0% | 45.5% | 5 | 0.0% | 45.5% | 1 | 0.0% | 9.1% | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | 0.0% | 11 |
| | Inventory (Towing) | 0 | 0.0% | 0.0% | 51 | 0.1% | 54.3% | 32 | 0.0% | 34.0% | 11 | 0.0% | 11.7% | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | 0.0% | 94 |
| | Probable Cause | 0 | 0.0% | 0.0% | 51 | 0.1% | 61.4% | 27 | 0.0% | 32.5% | 5 | 0.0% | 6.0% | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | 0.0% | 83 |
| Vehicle Traffic | No Search | 1,128 | 12.2% | 2.3% | 19,741 | 25.0% | 39.6% | 17,945 | 21.8% | 36.0% | 10,694 | 14.6% | 21.5% | 29 | 10.7% | 0.1% | 304 | 12.0% | 0.6% | 20.2% | 49,841 |
| | Consent | 11 | 0.1% | 0.8% | 807 | 1.0% | 55.4% | 443 | 0.5% | 30.4% | 190 | 0.3% | 13.0% | 1 | 0.4% | 0.1% | 4 | 0.2% | 0.3% | 0.6% | 1,456 |
| | Incident to Arrest | 8 | 0.1% | 0.3% | 1,350 | 1.7% | 52.3% | 895 | 1.1% | 34.7% | 326 | 0.4% | 12.6% | 0 | 0.0% | 0.0% | 3 | 0.1% | 0.1% | 1.0% | 2,582 |
| | Plain View | 1 | 0.0% | 1.2% | 48 | 0.1% | 59.3% | 19 | 0.0% | 23.5% | 13 | 0.0% | 16.0% | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | 0.0% | 81 |
| | Inventory (Towing) | 1 | 0.0% | 0.4% | 138 | 0.2% | 55.9% | 60 | 0.1% | 24.3% | 46 | 0.1% | 18.6% | 0 | 0.0% | 0.0% | 2 | 0.1% | 0.8% | 0.1% | 247 |
| | Probable Cause | 5 | 0.1% | 1.1% | 266 | 0.3% | 60.6% | 131 | 0.2% | 29.8% | 36 | 0.0% | 8.2% | 0 | 0.0% | 0.0% | 1 | 0.0% | 0.2% | 0.2% | 439 |
| Violation of Law Other than Traffic | No Search | 126 | 1.4% | 1.7% | 2,683 | 3.4% | 35.4% | 3,159 | 3.8% | 41.6% | 1,558 | 2.1% | 20.5% | 9 | 3.3% | 0.1% | 54 | 2.1% | 0.7% | 3.1% | 7,589 |
| | Consent | 5 | 0.1% | 1.0% | 306 | 0.4% | 63.5% | 103 | 0.1% | 21.4% | 67 | 0.1% | 13.9% | 0 | 0.0% | 0.0% | 1 | 0.0% | 0.2% | 0.2% | 482 |
| | Incident to Arrest | 8 | 0.1% | 1.1% | 362 | 0.5% | 51.6% | 222 | 0.3% | 31.6% | 109 | 0.1% | 15.5% | 1 | 0.4% | 0.1% | 0 | 0.0% | 0.0% | 0.3% | 702 |
| | Plain View | 2 | 0.0% | 1.9% | 80 | 0.1% | 74.1% | 12 | 0.0% | 11.1% | 14 | 0.0% | 13.0% | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | 0.0% | 108 |
| | Inventory (Towing) | 0 | 0.0% | 0.0% | 16 | 0.0% | 34.8% | 18 | 0.0% | 39.1% | 12 | 0.0% | 26.1% | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | 0.0% | 46 |
| | Probable Cause | 1 | 0.0% | 0.4% | 147 | 0.2% | 58.8% | 65 | 0.1% | 26.0% | 37 | 0.1% | 14.8% | 0 | 0.0% | 0.0% | 0 | 0.0% | 0.0% | 0.1% | 250 |
| Total (Race/Ethnicity) | | 9,269 | 100.0% | 3.8% | 78,845 | 100.0% | 32.0% | 82,148 | 100.0% | 33.3% | 73,368 | 100.0% | 29.8% | 272 | 100.0% | 0.1% | 2,534 | 100.0% | 1.0% | 100.0% | 246,436 |