

CITY OF HOUSTON

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**ANNUAL TRAFFIC STOP
DATA ANALYSIS
2014**

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

HONOR • INTEGRITY • RESPECT



EXECUTIVE SUMMARY

As a Texas law enforcement agency, the Houston Police Department (HPD) 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, 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 2014 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, Code of Criminal Procedure) prescribes unconventional racial categories, which are followed by TCOLE 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 14,157 fewer traffic stops in 2014 than in 2013. There was a small decline in the proportion of arrests between 2014 (4.3%) compared to 2013 (4.8%) as a result of the stops.

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 officers have engaged in racial profiling. Additionally, there is a profound lack of complaints from the public alleging racial profiling by the department. In 2014, there were no allegations brought by members of the public. There were three allegations raised during internal investigations which was subsequently determined to be *unfounded* (2) or *exonerated* (1).

TABLE OF CONTENTS

Racial Profiling Analysis

Introduction	1
Legal Foundations	2
History	3
Racial Profiling Allegations	4
Data Collection Methods	5
Data: 2014 Motor Vehicle Stops	8
Analysis: 2013-2014 Comparison	12
Conclusion	14

APPENDICES

Appendix A – Traffic Citation Comparison	A
Appendix B – 2014 Data	B
Appendix C – 2013 Data	C

LIST OF TABLES AND FIGURES

Racial Profiling Allegations	
Table 1. Comparison of Citizen Complaints and Complaint Clearances	4
2014 Motor Vehicle Stops	
Figure 1. Traffic Stops 6-Year Trend	8
Table 2. Overview of Motor Vehicle Stops by Race/Ethnicity	9
Table 3. Disposition by Race/Ethnicity	9
Table 4. Disposition as a Percentage of Race/Ethnicity	10
Table 5. Race/Ethnicity as a Percentage of Disposition	10
Table 6. Search Status by Race/Ethnicity	10
Table 7. Race/Ethnicity as Percentage of Search Status	11
Table 8. Race/Ethnicity as a Percentage of Search Status	11
2013 – 2014 Comparison	
Table 9. 2013-2014 Comparison of Motor Vehicle Stops and Citations Issued	12
Table 10. 2013-2014 Comparison of Motor Vehicle Stops by Race/Ethnicity	12
Table 11. 2013-2014 Comparison of Stop Dispositions	13

Traffic Stop Data Analysis 2014



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 (HPD) is subject to Chapter 2 of the Code of Criminal Procedure (CCP). Texas law prohibits racial profiling in the Article 2.131 of the CCP. In accordance with the statute, 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 and the Texas Commission on Law Enforcement (TCOLE) (CCP 2.132). The type of information collected about traffic stops is required under CCP 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 (CCP 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 (CCP 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:"

- "Motor vehicle stop" means an occasion in which a peace officer stops a motor vehicle for an alleged violation of a law or ordinance.
- "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:

- the initial reason for the stop;
- whether the officers knew the race or ethnicity of the person detained before they initiated the traffic stop;
- whether any contraband or evidence was discovered as a result of the search;
- a description of discovered contraband;
- the reason for the search (such as *probable cause* or *plain view*);

- whether the officer made an arrest or issued a warning or citation; and
- for arrests, whether the arrest was based on a violation of the Penal Code 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. Subsequently, TCOLE issued rules regarding the form and structure of the data to be reported. TCOLE requires reporting to be accomplished electronically through its website (www.tcole.texas.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 2014, there were no complaints made by citizens for allegations of racial profiling. In three cases an allegation for another issue was made against an officer and a possible racial profiling issue was identified by the Internal Affairs investigator. In two cases, the allegations were eventually categorized as *unfounded*; in the third case, the allegation was categorized as *exonerated*. In the preceding year (2013), there were no citizen complaints. A single investigator raised allegation eventually was classified as *not sustained*. **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
2013	0	1	0	0	0	0	0	1
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
2014	0	0	0	2	0	0	1	3
Percent	0.0%	0.0%	0.0%	66.7%	0.0%	0.0%	33.3%	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 TCOLE 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 TCOLE mandated fields.

In the early 1980s, the HPD installed the On-Line Offense Reporting System (OLO), a comprehensive and transformative computerization of police records. By the 2000s, the OLO system had been patched and modified beyond its designed capacity, and the need to replace the OLO System with a new system built on modern technology had become evident. The HPD embarked on a project to identify and implement a replacement system for OLO, subsequently resulting in the selection Tiburon to install a replacement system.

In June 2014, the Houston Police Department transitioned to the Tiburon based Record Management System (RMS) to maintain most of its records. As part of the implementation, the RMS Project Team developed the Demographic Tracking Module (DTM) to capture the statutorily required traffic stop data. Upon its implementation in June, the DTM replaced the web and mobile computer forms; the handheld ticket writers are the only other source of traffic stop data.

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.

In the HPD databases, the department uses a field to specify whether a particular record was entered for a driver or a passenger. In RMS, this field is named **Occupant Location?** This field permits the department to distinguish between the number of traffic stops and the number of persons stopped a distinction necessary because more than one person may be documented on a single traffic stop. The analogous field in the legacy system constrains the entry to “driver” or “passenger.” In contrast to the legacy system, **Occupant Location?** was constructed as a free-text field, which allowed officers to enter information without constraints on content. In Phase II of the RMS implementation, the field will be restructured as a drop-down menu to constrain the data to only valid responses.

In preparation of this analysis, data from the **Occupant Location?** field was reviewed and substantial problems identified. Some entries were made for stops of pedestrians and bicyclists, which are not the subject of this analysis, the statutory requirements or the reporting to TCOLE.

Other entries included irregular data, such as street addresses. Many records were simply misspellings of either driver or passenger. Working through the chain of command, these records were identified and subsequently corrected. However, it was discovered that database that combines the traffic stop data from various sources was not capturing the corrections in the DMT. Further, it became clear that the development of an adequate solution would not occur in time to meet the statutory deadlines for completing this analysis and the related reporting to TCOLE.

In order to complete this analysis, the erroneous records were processed according to the nature of the error. Where the intended entry was unambiguously “driver” or “passenger” – a misspelling or a variant of driver or passenger (e.g., “front passenger”), the data was recoded as appropriate. Where records indicated a stop that did not involve a motor vehicle, the stop record was eliminated from this analysis; this step resulted in the elimination of 684 records. Two records were identified as “TEST” records and also were eliminated. These records never should have been included in the dataset.

After correcting for misspellings and elimination of the test and pedestrian/cyclist stops, an additional 550 records with erroneous data remained. Because officers were found to be documenting non-traffic stop encounters in the DTM, these records could not be established as valid traffic stop records; accordingly, they were eliminated from the analysis. After elimination of ambiguous or invalid records, the resultant dataset consisted of 359,381 records. The 550 records with erroneous data represent a tiny fragment of the total dataset (0.15%) and their elimination does not significantly impact the analysis.

For a variety of technical reasons, the department experienced a few 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 TCOLE required field **StopLocationType** could be determined by reviewing the recorded stop location. After inferred corrections, a relatively small number of cases (977 or 0.27%) had missing data. Of these, 80 cases were obtained through the handheld ticket writers and had missing data in four fields: **RaceKnown**, **StopReason**, **StopDisposition**, and **Charges**. In another 897 cases from the handheld writers, the data for **Race** was identified as UNKNOWN; this value is a programmed option in the devices. The selection of UNKNOWN by the users indicates elected by the user indicates ambiguity in identifying race; for the purposes of this analysis, these cases will be treated as missing data.

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. The analogous practice to substitution of the average for nominal data is to substitute the distribution of values found in the known data across the 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 inconsequential. The use of substitution methods is necessary to complete the Tier 2 Reporting Form that must be submitted to TCOLE. For the more detailed analysis of race/ethnicity and variables for dispositions and searches, only complete, known data are used. **Consequently, totals in various tables may not match.**

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 (98.1%), 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.

The traffic stop dataset is very large in size (N- 359,381). With such a large dataset, errors are anticipated. In case law, the judiciary has established a maximum error rate of 3% as reasonable. The total error (1527 cases) represents a very tiny amount well within the judicial standard (0.42%).

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: 2014 MOTOR VEHICLE STOPS

The data for traffic stops conducted by the Houston Police Department in 2014 are presented below. The following tables report motor vehicle stop data captured for 2014 and are available in full format in **Appendix B**. In 2014, Houston Police Officers conducted 352,519 stops, 14,157 fewer than in 2013. With the inclusion of passenger related stops, 359,381 stop records 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 5-Year Trend

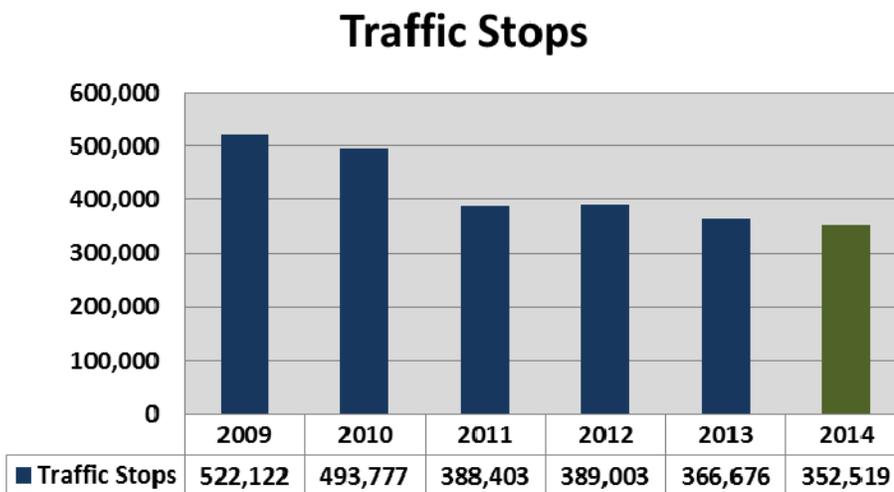


Table 2 displays the total number of actual records for each race/ethnicity category. Because some stops include passengers, the number of records exceeds the number of stops identified in Table 1.

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

	Number	Percentage
Asian/PI	16,344	4.5%
Black	116,794	32.5%
Hispanic	118,522	33.0%
Middle Eastern	4,975	1.4%
Native American	259	0.1%
White	102,487	28.5%
Total	359,381	100.0%

Note: Missing data substituted.

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 1.03% of all stops in 2014). Such cases are counted in both the *arrested* and *ticketed* categories. TCOLE recognizes *written warnings* as a disposition, but the Houston Police Department does not utilize written warnings. In 2014, Motorists were ticketed in 70.4% of the motor vehicle stops recorded. In contrast, officers arrested motorists in 3.4% of incidents and released them in the remaining 25.2%.

Table 3. Disposition by Race/Ethnicity

	ASIAN/ PI	BLACK	HISPANIC	MIDDLE EASTERN	NATIVE AMERICAN	WHITE	Grand Total
ARRESTED	189	7,627	4,316	45	12	3,015	15,204
RELEASED/WARNED	3,169	39,565	27,915	795	101	24,387	95,932
TICKETED	13,000	70,750	87,027	4,133	147	75,629	250,686
Grand Total	16,358	117,942	119,258	4,973	260	103,031	361,822

Note: Missing data are excluded. Individuals ticketed and arrested are counted in both categories.

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

	ASIAN	BLACK	HISPANIC	MIDDLE EASTERN	NATIVE AMERICAN	WHITE	Grand Total
ARRESTED	1.2%	6.5%	3.6%	0.9%	4.6%	2.9%	3.3%
RELEASED/WARNED	19.4%	33.5%	23.4%	16.0%	38.8%	23.7%	25.8%
TICKETED	79.5%	60.0%	73.0%	83.1%	56.5%	73.4%	70.9%
Grand Total	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 209 Asian/P.I. motorists who were arrested represent 1.6 percent of the total number of motorists of all races and ethnicities who were arrested).

Table 5. Race/Ethnicity as a Percentage of Disposition

	ASIAN	BLACK	HISPANIC	MIDDLE EASTERN	NATIVE AMERICAN	WHITE	Grand Total
ARRESTED	1.2%	50.2%	28.4%	0.3%	0.1%	19.8%	100.0%
RELEASED/WARNED	3.3%	41.2%	29.1%	0.8%	0.1%	25.4%	100.0%
TICKETED	5.2%	28.2%	34.7%	1.6%	0.1%	30.2%	100.0%
Grand Total	3.2%	39.9%	30.7%	0.9%	0.1%	25.1%	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	Middle Eastern	Native American	White	TOTAL
Consent	78	4,044	1,758	17	5	1,435	7,337
Plain View	17	441	238	4		257	957
Incident to Arrest	100	4,205	2,759	26	8	1,469	8,567
Inventory (Towing)	24	824	539	8		431	1,826
No Search	15,890	101,600	110,566	4,834	237	97,045	330,172
Probable Cause	194	5,389	2,366	73	8	1,595	9,625
Total	16,303	116,503	118,226	4,962	258	102,232	358,484

Note: Missing data are excluded.

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	Middle Eastern	Native American	White	TOTAL
Consent	0.5%	3.5%	1.5%	0.3%	1.9%	1.4%	2.0%
Plain View	0.1%	0.4%	0.2%	0.1%	0.0%	0.3%	0.3%
Incident to Arrest	0.6%	3.6%	2.3%	0.5%	3.1%	1.4%	2.4%
Inventory (Towing)	0.1%	0.7%	0.5%	0.2%	0.0%	0.4%	0.5%
No Search	97.5%	87.2%	93.5%	97.4%	91.9%	94.9%	92.1%
Probable Cause	1.2%	4.6%	2.0%	1.5%	3.1%	1.6%	2.7%
Total	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 Detention in the Search Status

Search Reason	Asian/PI	Black	Hispanic	Middle Eastern	Native American	White	TOTAL
Consent	1.1%	55.1%	24.0%	0.2%	0.1%	19.6%	100.0%
Plain View	1.8%	46.1%	24.9%	0.4%	0.0%	26.9%	100.0%
Incident to Arrest	1.2%	49.1%	32.2%	0.3%	0.1%	17.1%	100.0%
Inventory (Towing)	1.3%	45.1%	29.5%	0.4%	0.0%	23.6%	100.0%
No Search	4.8%	30.8%	33.5%	1.5%	0.1%	29.4%	100.0%
Probable Cause	2.0%	56.0%	24.6%	0.8%	0.1%	16.6%	100.0%
Total	4.5%	32.5%	33.0%	1.4%	0.1%	28.5%	100.0%

ANALYSIS: 2013–2014 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 most recent year (2014) versus the preceding year (2013). During 2014 there were 7,295 fewer motor vehicle stops (driver and passenger inclusive) and 46,185 fewer citations written, as demonstrated in Table 9:

Table 9. 2013–2014 Comparison of Motor Vehicle Stops and Citations Issued

Year	Motor Vehicle Stops	Citations
2013	366,676	566,960
2014	359,381	520,775
Diff	-7,295	-46,185

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.

2013–2014 Comparison of Motor Vehicle Stops by Race/Ethnicity

Race/Ethnicity	2013	2014	Difference *
Asian/PI	3.5%	4.5%	1.0%
Black	32.3%	32.5%	0.2%
Hispanic	34.6%	33.0%	-1.7%
Middle Eastern	1.4%	1.4%	0.0%
Native American	0.1%	0.1%	0.0%
White	28.1%	28.5%	0.4%
Total	100.0%	100.0%	

* Difference is numeric change in percentage when comparing 2014 to 2013 data; it is not percent change. Positive differences are increases in 2014 over 2013 data, while negative values are decreases. Due to number rounding, the noted difference may deviate from a simple subtraction of the entries in the 2013 column from the 2014 column.

Table 11 compares the data reported to TCOLE 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 2013 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 2014 versus 2013, while the negative shows the opposite.

Table 11. 2013–2014 Comparison of TCOLE Reported Data

Categories	2013		2014		Y2Y Change	Y2Y % Change	Share Change
Total # Stops	373,506	100.0%	359,381	100.0%	-14,125	-3.8%	0%
Gender							
Female	119,232	31.9%	114,232	31.8%	-5,000	-4.2%	-0.1%
Male	254,274	68.1%	245,149	68.2%	-9,125	-3.6%	0.1%
Race/Ethnicity							
Asian	12,967	3.5%	16,344	4.5%	3,377	26.0%	1.1%
Black	122,170	32.7%	116,795	32.5%	-5,375	-4.4%	-0.2%
Hispanic	128,972	34.5%	118,522	33.0%	-10,450	-8.1%	-1.6%
Middle Eastern	5,129	1.4%	4,974	1.4%	-155	-3.0%	0.0%
Native American	211	0.1%	259	0.1%	48	22.6%	0.0%
White	104,057	27.9%	102,488	28.5%	-1,569	-1.5%	0.7%
Race/Ethnicity Known Prior?							
No	361,211	96.7%	350,120	97.4%	-11,091	-3.1%	0.7%
Yes	12,295	3.3%	9,261	2.6%	-3,034	-24.7%	-0.7%
Reason for Stop							
Moving Traffic Violation	271,581	72.7%	262,405	73.0%	-9,176	-3.4%	0.3%
Pre-Existing Knowledge	9,317	2.5%	9,544	2.7%	227	2.4%	0.2%
Vehicle Traffic Violation	85,023	22.8%	82,251	22.9%	-2,772	-3.3%	0.1%
Other than traffic	7,585	2.0%	5,180	1.4%	-2,405	-31.7%	-0.6%
Search Conducted?							
No	344,347	92.2%	331,060	92.1%	-13,287	-3.9%	-0.1%
Yes	29,159	7.8%	28,321	7.9%	-838	-2.9%	0.1%
Reason for Search							
Consent	7,284	2.0%	7,337	2.2%	53	0.7%	0.3%
Plain Sight	753	0.2%	957	0.3%	204	27.1%	0.1%
Incident to Arrest	9,403	2.5%	8,567	2.6%	-836	-8.9%	0.1%
Inventory Result of Towing	2,962	0.8%	1,826	0.6%	-1,136	-38.4%	-0.2%
Probable Cause	8,757	2.3%	9,634	2.9%	877	10.0%	0.6%
Contraband Discovered?							
No	24,338	6.5%	23,478	7.1%	-860	-3.5%	0.0%
Yes	4,821	1.3%	4,843	1.5%	22	0.5%	0.1%
Description of Contraband							
Alcohol	443	0.1%	422	0.1%	-21	-4.7%	0.0%
Currency	43	0.0%	57	0.0%	14	32.6%	0.0%
Illegal Drugs/Paraphernalia	3,759	1.0%	3,675	1.1%	-84	-2.2%	0.1%
Stolen Property	114	0.0%	174	0.1%	60	52.6%	0.0%
Other	159	0.0%	125	0.0%	-34	-21.4%	0.0%
Weapons	303	0.1%	390	0.1%	87	28.7%	0.0%
Arrest Result of Stop or Search?							
No	355,628	95.2%	344,086	95.7%	-11,542	-3.2%	0.5%
Yes	17,878	4.8%	15,295	4.3%	-2,583	-14.4%	-0.5%
Arrest Based On:							
Violation of City Ordinance	304	0.1%	349	0.1%	45	14.8%	0.0%
Violation of Penal Code	7,017	1.9%	6,347	1.8%	-670	-9.6%	-0.1%
Violation of a Traffic Law	3,286	0.9%	2,349	0.7%	-937	-28.5%	-0.2%
Outstanding Warrant	7,271	1.9%	6,250	1.7%	-1,021	-14.0%	-0.2%
Location of Stop							
City Street	264,228	70.7%	265,613	73.9%	1,385	0.5%	3.2%
County Road	440	0.1%	396	0.1%	-44	-10.0%	0.0%
Private Property	951	0.3%	753	0.2%	-198	-20.8%	0.0%
US Highway	107,887	28.9%	92,619	25.8%	-15,268	-14.2%	-3.1%
Citation Issued?							
No	110,471	29.6%	107,124	29.8%	-3,347	-3.0%	0.2%
Yes	263,035	70.4%	252,257	70.2%	-10,778	-4.1%	-0.2%

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 Black and Hispanic motorists stopped and an increase in Asian and White motorists stopped.
- However, the absolute portion of stops of motorists of Asian and Native American ethnicity increased. Both groups represent a small share of the total stops, which magnifies the effects of small changes.
- The share of stops in which the race of the driver was known prior to the stop declined 0.7%.
- Among the reasons for stops, the proportion stopped for violation of a law other than traffic declined.
- The share of stops resulting in searches increased slightly (0.1% change), which is essentially flat year over year.
- The number of stops resulting in arrest and the number resulting in citation declined.

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.

In 2014, there were no allegations of racial profiling made by any member of the public. In three cases, an allegation of racial profiling was added by an investigator during the investigation; two were subsequently classified as *unfounded* and one was characterized as *exonerated*. *Unfounded* is a disposition that results when evidence demonstrates an incident did not occur. *Exonerated* is a disposition that results when evidence establishes that an event occurred but that the actions taken were within policy.

The 2014 comparative report reveals that there is no substantial, statistically significant evidence of racial profiling against any race/ethnic group represented in Houston. Most differences between the 2013 and 2014 involve modest increases and decreases in nearly every type of stop and search when weighed against the total number of motor vehicle stops

(N=359,381). These modest differences are consistent with random variation. **In conclusion, there exists neither evidence of systemic bias in the practices of Houston police officers nor evidence that individual officers in the department have engaged in racial profiling.**

APPENDIX A

Traffic Citation Comparison

TRAFFIC CITATION COMPARISON 2013 and 2014

MONTH	2013			% BY	2014			% BY
	TOTAL	HPD	METRO	METRO	TOTAL	HPD	METRO	METRO
January	37,662	37,281	381	1.01%	43,001	42,519	482	1.12%
February	47,710	47,319	391	0.82%	43,171	42,669	502	1.16%
March	51,576	51,095	481	0.93%	48,969	48,486	483	0.99%
April	55,235	54,572	663	1.20%	59,015	58,080	935	1.58%
May	58,685	57,732	953	1.62%	55,269	54,668	601	1.09%
June	53,540	52,849	691	1.29%	45,612	45,075	537	1.18%
July	44,663	44,088	575	1.29%	38,559	38,202	357	0.93%
August	51,073	50,541	532	1.04%	35,682	35,187	495	1.39%
September	49,065	48,510	555	1.13%	40,583	40,006	577	1.42%
October	44,328	43,818	510	1.15%	43,012	42,318	694	1.61%
November	41,331	41,014	317	0.77%	37,806	37,152	654	1.73%
December	38,459	38,141	318	0.83%	37,096	36,413	683	1.84%
TOTAL	573,327	566,960	6,367	1.11%	527,775	520,775	7,000	1.33%

Note: Numbers are compiled by Municipal Courts and represent total violations. Numbers are compiled based on violations written and processed by Municipal Courts.

APPENDIX B

2014 DATA

2014 Traffic Stop Data

Table B1: Detention Disposition by Race/Ethnicity

Stop Disposition	Asian/PI			Black			Hispanic			Middle Eastern			Native American			White			Total
	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	
Arrested	189	1.2%	1.2%	7,627	6.5%	50.2%	4,316	3.62%	28.4%	45	0.9%	0.3%	12	4.6%	0.1%	3,015	2.9%	19.8%	15,204
Released	3,169	19.4%	3.3%	39,565	33.5%	41.2%	27,915	23.41%	29.1%	795	16.0%	0.8%	101	38.8%	0.1%	24,387	23.7%	25.4%	95,932
Ticketed	13,000	79.5%	5.2%	70,750	60.0%	28.2%	87,027	72.97%	34.7%	4,133	83.1%	1.6%	147	56.5%	0.1%	75,629	73.4%	30.2%	250,686
Total	16,358	100.0%	4.5%	117,942	100.0%	32.6%	119,258	100.0%	33.0%	4,973	100.0%	1.4%	260	100.0%	0.1%	103,031	100.0%	28.5%	361,822

Note: Missing data are excluded. Individuals ticketed and arrested are counted in both categories.

Table B2: Search Status by Race/Ethnicity

Search Reason	Asian/PI			Black			Hispanic			Middle Eastern			Native American			White			Total
	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	
Consent	78	0.5%	1.1%	4,044	3.5%	55.1%	1,758	1.49%	24.0%	17	0.3%	0.2%	5	1.9%	0.1%	1,435	1.4%	19.6%	7,337
Plain View	17	0.1%	1.8%	441	0.4%	46.1%	238	0.20%	24.9%	4	0.1%	0.4%	0	0.0%	0.0%	257	0.3%	26.9%	957
Incident to Arrest	100	0.6%	1.2%	4,205	3.6%	49.1%	2,759	2.33%	32.2%	26	0.5%	0.3%	8	3.1%	0.1%	1,469	1.4%	17.1%	8,567
Inventory (Towing)	24	0.1%	1.3%	824	0.7%	45.1%	539	0.46%	29.5%	8	0.2%	0.4%	0	0.0%	0.0%	431	0.4%	23.6%	1,826
No Search	15,890	97.5%	4.8%	101,600	87.2%	30.8%	110,566	93.52%	33.5%	4,834	97.4%	1.5%	237	91.9%	0.1%	97,045	94.9%	29.4%	330,172
Probable Cause	194	1.2%	2.0%	5,389	4.6%	56.0%	2,366	2.00%	24.6%	73	1.5%	0.8%	8	3.1%	0.1%	1,595	1.6%	16.6%	9,625
Total	16,303	100.0%	4.5%	116,503	100.0%	50.3%	118,226	100.0%	33.3%	4,962	100.0%	#REF!	258	100.0%	0.0%	102,232	100.0%	15.9%	358,484

Note: Missing data are excluded.

2014 Traffic Stop Data

Table B3: Stop Reason and Disposition by Race/Ethnicity

Stop Reason	Stop Disposition	Asian/PI			Black			Hispanic			Middle Eastern			Native American			White			Total Count
		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	
Moving Traffic	Arrested	127	0.8%	1.6%	3,533	3.0%	45.9%	2,197	1.84%	28.5%	25	0.5%	0.3%	3	1.2%	0.0%	1,814	1.8%	23.6%	7,699
	Released	2,096	12.8%	4.4%	19,146	16.2%	40.2%	12,064	10.12%	25.3%	472	9.5%	1.0%	55	21.2%	0.1%	13,805	13.4%	29.0%	47,638
	Ticketed	12,075	73.8%	5.7%	56,540	47.9%	26.6%	69,461	58.24%	32.6%	3,721	74.8%	1.7%	127	48.8%	0.1%	66,357	64.4%	31.2%	212,956
Pre-Existing Knowledge	Arrested	23	0.1%	0.9%	1,296	1.1%	52.7%	757	0.63%	30.8%	4	0.1%	0.2%	5	1.9%	0.2%	372	0.4%	15.1%	2,457
	Released	71	0.4%	1.2%	2,777	2.4%	47.1%	2,055	1.72%	34.8%	17	0.3%	0.3%	5	1.9%	0.1%	972	0.9%	16.5%	5,897
	Ticketed	12	0.1%	0.8%	544	0.5%	35.7%	686	0.58%	45.1%	0	0.0%	0.0%	1	0.4%	0.1%	279	0.3%	18.3%	1,522
Vehicle Traffic	Arrested	28	0.2%	0.7%	2,393	2.0%	56.3%	1,137	0.95%	26.8%	13	0.3%	0.3%	2	0.8%	0.0%	676	0.7%	15.9%	4,249
	Released	956	5.8%	2.4%	16,715	14.2%	42.1%	12,741	10.68%	32.1%	294	5.9%	0.7%	39	15.0%	0.1%	9,002	8.7%	22.6%	39,747
	Ticketed	888	5.4%	2.3%	13,188	11.2%	33.7%	15,914	13.34%	40.7%	400	8.0%	1.0%	19	7.3%	0.0%	8,693	8.4%	22.2%	39,102
Violation of Law Other than Traffic	Arrested	11	0.1%	1.4%	405	0.3%	50.7%	225	0.19%	28.2%	3	0.1%	0.4%	2	0.8%	0.3%	153	0.1%	19.1%	799
	Released	46	0.3%	1.7%	927	0.8%	35.0%	1,055	0.88%	39.8%	12	0.2%	0.5%	2	0.8%	0.1%	608	0.6%	22.9%	2,650
	Ticketed	25	0.2%	1.4%	478	0.4%	26.8%	966	0.81%	54.2%	12	0.2%	0.7%	0	0.0%	0.0%	300	0.3%	16.8%	1,781
Total		16,358	100.0%	4.5%	117,942	100.0%	32.2%	119,258	100.0%	32.5%	4,973	100.0%	1.4%	260	100.0%	0.1%	103,031	100.0%	28.1%	366,497

Note: Missing data are excluded. Individuals ticketed and arrested are counted in both categories.

2014 Traffic Stop Data

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

Stop Reason	Search Reason	Asian/PI			Black			Hispanic			Middle Eastern			Native American			White			Total
		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	Consent	56	0.3%	1.3%	2,270	1.9%	54.6%	954	0.81%	23.0%	14	0.3%	0.3%	4	1.6%	0.1%	856	0.8%	20.6%	4,154
	Plain View	14	0.1%	1.9%	324	0.3%	43.5%	184	0.16%	24.7%	3	0.1%	0.4%	0	0.0%	0.0%	219	0.2%	29.4%	744
	Incident to Arrest	62	0.4%	1.6%	1,693	1.5%	43.9%	1,302	1.10%	33.8%	18	0.4%	0.5%	2	0.8%	0.1%	776	0.8%	20.1%	3,853
	Inventory (Towing)	14	0.1%	1.5%	361	0.3%	37.5%	328	0.28%	34.1%	1	0.0%	0.1%	0	0.0%	0.0%	259	0.3%	26.9%	963
	No Search	13,925	85.4%	5.7%	70,411	60.4%	28.7%	78,621	66.52%	32.0%	4,103	82.8%	1.7%	175	67.8%	0.1%	78,136	76.4%	31.8%	245,371
	Probable Cause	178	1.1%	2.8%	3,308	2.8%	51.9%	1,724	1.46%	27.0%	68	1.4%	1.1%	2	0.8%	0.0%	1,095	1.1%	17.2%	6,375
Pre-Existing Knowledge	Consent	2	0.0%	0.4%	323	0.3%	64.0%	117	0.10%	23.2%	0	0.0%	0.0%	0	0.0%	0.0%	63	0.1%	12.5%	505
	Plain View	1	0.0%	4.2%	12	0.0%	50.0%	5	0.00%	20.8%	0	0.0%	0.0%	0	0.0%	0.0%	6	0.0%	25.0%	24
	Incident to Arrest	15	0.1%	0.9%	844	0.7%	51.5%	551	0.47%	33.6%	2	0.0%	0.1%	2	0.8%	0.1%	225	0.2%	13.7%	1,639
	Inventory (Towing)	4	0.0%	1.5%	156	0.1%	59.5%	53	0.04%	20.2%	1	0.0%	0.4%	0	0.0%	0.0%	48	0.0%	18.3%	262
	No Search	82	0.5%	1.3%	2,792	2.4%	42.6%	2,484	2.10%	37.9%	16	0.3%	0.2%	7	2.7%	0.1%	1,168	1.1%	17.8%	6,549
	Probable Cause	1	0.0%	0.2%	350	0.3%	62.2%	132	0.11%	23.4%	2	0.0%	0.4%	2	0.8%	0.4%	76	0.1%	13.5%	563
Vehicle Traffic	Consent	16	0.1%	0.6%	1,356	1.2%	54.6%	634	0.54%	25.5%	3	0.1%	0.1%	0	0.0%	0.0%	473	0.5%	19.1%	2,482
	Plain View	1	0.0%	0.6%	87	0.1%	55.4%	42	0.04%	26.8%	0	0.0%	0.0%	0	0.0%	0.0%	27	0.0%	17.2%	157
	Incident to Arrest	16	0.1%	0.6%	1,400	1.2%	55.0%	758	0.64%	29.8%	5	0.1%	0.2%	3	1.2%	0.1%	363	0.4%	14.3%	2,545
	Inventory (Towing)	5	0.0%	0.9%	276	0.2%	51.8%	136	0.12%	25.5%	4	0.1%	0.8%	0	0.0%	0.0%	112	0.1%	21.0%	533
	No Search	1,812	11.1%	2.4%	27,210	23.4%	36.7%	27,520	23.28%	37.1%	687	13.9%	0.9%	54	20.9%	0.1%	16,937	16.6%	22.8%	74,220
	Probable Cause	14	0.1%	0.6%	1,516	1.3%	66.3%	412	0.35%	18.0%	3	0.1%	0.1%	3	1.2%	0.1%	339	0.3%	14.8%	2,287
Violation of Law Other than Traffic	Consent	4	0.0%	2.0%	95	0.1%	48.5%	53	0.04%	27.0%	0	0.0%	0.0%	1	0.4%	0.5%	43	0.0%	21.9%	196
	Plain View	1	0.0%	3.1%	18	0.0%	56.3%	7	0.01%	21.9%	1	0.0%	3.1%	0	0.0%	0.0%	5	0.0%	15.6%	32
	Incident to Arrest	7	0.0%	1.3%	268	0.2%	50.6%	148	0.13%	27.9%	1	0.0%	0.2%	1	0.4%	0.2%	105	0.1%	19.8%	530
	Inventory (Towing)	1	0.0%	1.5%	31	0.0%	45.6%	22	0.02%	32.4%	2	0.0%	2.9%	0	0.0%	0.0%	12	0.0%	17.6%	68
	No Search	68	0.4%	1.7%	1,164	1.0%	29.4%	1,903	1.61%	48.1%	23	0.5%	0.6%	1	0.4%	0.0%	794	0.8%	20.1%	3,953
	Probable Cause	1	0.0%	0.3%	215	0.2%	53.8%	98	0.08%	24.5%	0	0.0%	0.0%	1	0.4%	0.3%	85	0.1%	21.3%	400
Total		16,300	100.0%	4.5%	116,480	100.0%	32.5%	118,188	100.00%	33.0%	4,957	100.0%	1.4%	258	100.0%	0.1%	102,222	100.0%	28.5%	358,405

Note: Missing data are excluded.

APPENDIX C

2013 DATA

2013 Traffic Stop Data

Table C1: Detention Disposition by Race/Ethnicity

Disposition	Asian/PI			Black			Hispanic			Middle Eastern			Native American			White			Total
	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	209	1.6%	1.2%	8,691	7.0%	48.5%	6,160	4.72%	34.4%	87	1.7%	0.5%	10	4.7%	0.1%	2,753	2.6%	15.4%	17,910
Released	3,122	24.0%	3.2%	38,123	30.8%	39.6%	31,682	24.30%	32.9%	965	18.7%	1.0%	87	40.8%	0.1%	22,398	21.4%	23.2%	96,377
Ticketed	9,676	74.4%	3.7%	77,102	62.2%	29.3%	92,560	70.98%	35.2%	4,115	79.6%	1.6%	116	54.5%	0.0%	79,466	76.0%	30.2%	263,035
Total	13,007	100.0%	3.4%	123,916	100.0%	32.8%	130,402	100.00%	34.6%	5,167	100.0%	1.4%	213	100.0%	0.1%	104,617	100.0%	27.7%	377,322

Table C2: Search Status by Race/Ethnicity

Search Reason	Asian/PI			Black			Hispanic			Middle Eastern			Native American			White			Total
	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 Race	Count
Consent	71	0.5%	1.0%	4,002	3.3%	54.9%	2,193	1.7%	30.1%	35	0.7%	0.5%	4	1.9%	0.1%	979	0.9%	13.4%	7,284
Plain View	9	0.1%	1.2%	420	0.3%	55.8%	229	0.2%	30.4%	1	0.0%	0.1%	0	0.0%	0.0%	94	0.1%	12.5%	753
Incident to Arrest	81	0.6%	0.9%	4,584	3.8%	48.8%	3,443	2.7%	36.6%	23	0.4%	0.2%	4	1.9%	0.0%	1,268	1.2%	13.5%	9,403
Inventory (Towing)	42	0.3%	1.4%	1,320	1.1%	44.6%	1,057	0.8%	35.7%	13	0.3%	0.4%	1	0.5%	0.0%	528	0.5%	17.8%	2,961
No Search	12,555	96.8%	3.6%	107,436	87.9%	31.2%	119,433	92.6%	34.7%	4,941	96.3%	1.4%	197	93.4%	0.1%	99,786	95.9%	29.0%	344,348
Probable Cause	209	1.6%	2.4%	4,408	3.6%	50.3%	2,617	2.0%	29.9%	116	2.3%	1.3%	5	2.4%	0.1%	1,402	1.3%	16.0%	8,757
Total	12,967	100.0%	3.5%	122,170	100.0%	32.7%	128,972	100.0%	34.5%	5,129	100.0%	1.4%	211	100.0%	0.1%	104,057	100.0%	27.9%	373,506

2013 Traffic Stop Data

Table C3: Stop Reason and Disposition by Race/Ethnicity

Stop Reason	Stop Disposition	Asian/PI			Black			Hispanic			Middle Eastern			Native American			White			Total
		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	154	1.2%	1.7%	3,897	3.1%	43.3%	3,271	2.51%	36.3%	71	1.4%	0.8%	5	2.3%	0.1%	1,604	1.5%	17.8%	9,002
	Released	2,091	16.1%	4.3%	18,095	14.6%	36.8%	14,524	11.14%	29.6%	614	11.9%	1.2%	47	22.1%	0.1%	13,774	13.2%	28.0%	49,145
	Ticketed	8,750	67.3%	4.1%	59,379	47.9%	27.5%	73,429	56.31%	34.0%	3,725	72.1%	1.7%	85	39.9%	0.0%	70,319	67.7%	32.6%	215,687
Pre-Existing Knowledge	Arrested	17	0.1%	0.6%	1,577	1.3%	51.7%	1,078	0.83%	35.3%	5	0.1%	0.2%	0	0.0%	0.0%	375	0.3%	12.3%	3,052
	Released	66	0.5%	1.4%	2,367	1.9%	50.1%	1,716	1.32%	36.3%	18	0.3%	0.4%	3	1.4%	0.1%	559	0.5%	11.8%	4,729
	Ticketed	11	0.1%	0.6%	817	0.7%	43.1%	890	0.68%	47.0%	8	0.2%	0.4%	0	0.0%	0.0%	168	0.1%	8.9%	1,894
Vehicle Traffic	Arrested	26	0.2%	0.6%	2,593	2.1%	55.3%	1,469	1.13%	31.3%	7	0.1%	0.1%	4	1.9%	0.1%	592	0.5%	12.6%	4,691
	Released	900	6.9%	2.3%	16,374	13.2%	42.2%	13,846	10.62%	35.7%	310	6.0%	0.8%	35	16.4%	0.1%	7,370	7.0%	19.0%	38,835
	Ticketed	838	6.4%	2.0%	16,037	12.9%	37.6%	17,130	13.14%	40.2%	365	7.1%	0.9%	29	13.6%	0.1%	8,241	7.8%	19.3%	42,640
Violation of Law Other than Traffic	Arrested	11	0.1%	1.0%	609	0.5%	53.8%	329	0.25%	29.0%	4	0.1%	0.4%	1	0.5%	0.1%	179	0.1%	15.8%	1,133
	Released	63	0.5%	1.7%	1,297	1.0%	35.1%	1,608	1.23%	43.6%	23	0.4%	0.6%	2	0.9%	0.1%	699	0.6%	18.9%	3,692
	Ticketed	80	0.6%	2.8%	862	0.7%	30.6%	1,106	0.85%	39.3%	17	0.3%	0.6%	2	0.9%	0.1%	748	0.6%	26.6%	2,815
Total		13,007	100.0%	3.4%	123,904	100.0%	32.8%	130,396	100.00%	34.6%	5,167	100.0%	1.4%	213	100.0%	0.1%	104,628	100.0%	27.7%	377,315

2013 Traffic Stop Data

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

Stop Reason	Search Reason	Asian/PI			Black			Hispanic			Middle Eastern			Native American			White			Total
		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	Consent	51	0.4%	1.3%	2,169	1.8%	53.8%	1,198	0.93%	29.7%	19	0.4%	0.5%	1	0.5%	0.0%	596	0.6%	14.8%	4,034
	Plain View	7	0.1%	1.6%	230	0.2%	52.4%	138	0.11%	31.4%	0	0.0%	0.0%	0	0.0%	0.0%	64	0.1%	14.6%	439
	Incident to Arrest	52	0.4%	1.3%	1,709	1.4%	42.2%	1,627	1.26%	40.2%	15	0.3%	0.4%	2	0.9%	0.0%	643	0.6%	15.9%	4,048
	Inventory (Towing)	34	0.3%	1.9%	665	0.5%	37.9%	693	0.54%	39.5%	12	0.2%	0.7%	0	0.0%	0.0%	350	0.3%	20.0%	1,754
	No Search	10,628	82.0%	4.2%	72,823	59.6%	28.5%	84,801	65.75%	33.2%	4,218	82.2%	1.7%	128	60.7%	0.1%	82,521	79.3%	32.3%	255,119
Probable Cause	188	1.4%	3.0%	2,826	2.3%	45.7%	1,926	1.49%	31.1%	112	2.2%	1.8%	4	1.9%	0.1%	1,131	1.1%	18.3%	6,187	
Pre-Existing Knowledge	Consent	3	0.0%	0.6%	281	0.2%	59.3%	141	0.11%	29.7%	2	0.0%	0.4%	0	0.0%	0.0%	47	0.0%	9.9%	474
	Plain View	0	0.0%	0.0%	22	0.0%	50.0%	18	0.01%	40.9%	0	0.0%	0.0%	0	0.0%	0.0%	4	0.0%	9.1%	44
	Incident to Arrest	12	0.1%	0.6%	968	0.8%	50.9%	695	0.54%	36.6%	3	0.1%	0.2%	0	0.0%	0.0%	223	0.2%	11.7%	1,901
	Inventory (Towing)	2	0.0%	0.5%	207	0.2%	56.6%	113	0.09%	30.9%	0	0.0%	0.0%	0	0.0%	0.0%	44	0.0%	12.0%	366
	No Search	73	0.6%	1.2%	2,857	2.3%	46.5%	2,472	1.92%	40.2%	25	0.5%	0.4%	3	1.4%	0.0%	714	0.7%	11.6%	6,144
Probable Cause	3	0.0%	0.8%	250	0.2%	64.4%	95	0.07%	24.5%	0	0.0%	0.0%	0	0.0%	0.0%	40	0.0%	10.3%	388	
Vehicle Traffic	Consent	16	0.1%	0.7%	1,383	1.1%	56.3%	754	0.58%	30.7%	13	0.3%	0.5%	3	1.4%	0.1%	288	0.3%	11.7%	2,457
	Plain View	1	0.0%	0.6%	104	0.1%	62.7%	47	0.04%	28.3%	0	0.0%	0.0%	0	0.0%	0.0%	14	0.0%	8.4%	166
	Incident to Arrest	10	0.1%	0.4%	1,538	1.3%	55.9%	918	0.71%	33.4%	3	0.1%	0.1%	1	0.5%	0.0%	280	0.3%	10.2%	2,750
	Inventory (Towing)	4	0.0%	0.6%	386	0.3%	55.1%	196	0.15%	28.0%	0	0.0%	0.0%	1	0.5%	0.1%	113	0.1%	16.1%	700
	No Search	1,718	13.2%	2.2%	29,913	24.5%	38.7%	29,648	22.99%	38.4%	660	12.9%	0.9%	62	29.4%	0.1%	15,201	14.6%	19.7%	77,202
Probable Cause	11	0.1%	0.6%	1,099	0.9%	62.9%	471	0.37%	26.9%	4	0.1%	0.2%	1	0.5%	0.1%	162	0.2%	9.3%	1,748	
Violation of Law Other than Traffic	Consent	1	0.0%	0.3%	169	0.1%	53.0%	100	0.08%	31.3%	1	0.0%	0.3%	0	0.0%	0.0%	48	0.0%	15.0%	319
	Plain View	1	0.0%	1.0%	64	0.1%	61.5%	26	0.02%	25.0%	1	0.0%	1.0%	0	0.0%	0.0%	12	0.0%	11.5%	104
	Incident to Arrest	7	0.1%	1.0%	369	0.3%	52.4%	203	0.16%	28.8%	2	0.0%	0.3%	1	0.5%	0.1%	122	0.1%	17.3%	704
	Inventory (Towing)	2	0.0%	1.4%	62	0.1%	44.0%	55	0.04%	39.0%	1	0.0%	0.7%	0	0.0%	0.0%	21	0.0%	14.9%	141
	No Search	136	1.0%	2.3%	1,843	1.5%	31.3%	2,512	1.95%	42.7%	38	0.7%	0.6%	4	1.9%	0.1%	1,350	1.3%	22.9%	5,883
Probable Cause	7	0.1%	1.6%	233	0.2%	53.7%	125	0.10%	28.8%	0	0.0%	0.0%	0	0.0%	0.0%	69	0.1%	15.9%	434	
Total		12,967	100.0%	3.5%	122,170	100.0%	32.7%	128,972	100.00%	34.5%	5,129	100.0%	1.4%	211	100.0%	0.1%	104,057	100.0%	27.9%	373,506