



CITY OF HOUSTON

Houston Police Department

Sylvester Turner, Mayor

1200 Travis Houston, Texas 77002-6000 713/308-1600

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February 18, 2016

Charles A. McClelland, Jr.
Chief of Police



Chief Kim Vickers, Executive Director
Texas Commission on Law Enforcement
6330 East Highway 290, Suite 200
Austin, TX 78723

Dear Chief Vickers:

You will find enclosed the Houston Police Department's analysis of motor vehicle stop data for 2015 collected in accordance with Article 2.132 of the Texas Code of Criminal Procedure. The Department is reporting full Tier 2 data, though it qualifies for the partial exemption. Summary data for 2015 has been submitted through the Department Reporting System (DRS) on the Texas Commission on Law Enforcement website.

The Houston Police Department collects statutorily mandated data using complementary software programs and technologies. In 2015, HPD accumulated 316,986 traffic stop records. A small number of records (3,235 or 1.0%) had missing data. One case resulted from entry using the legacy software that captured different fields. In the remaining cases, the officer selected UNKNOWN race, indicating ambiguity about the race of the subject. In these cases, the department utilized statistical techniques to estimate the values for the missing data using the known distribution of characteristics found in the complete records. The department has conducted a diligent effort to estimate the requested information as accurately as possible, in order to complete the specific lines on the form.

As per guidance from your office, the following is a brief explanation of the estimation process. The actual number of racial profiling records is known and accurate. Some records had missing data. Following the well-established statistical practice of substituting averages for missing data, accurate and complete records were analyzed for the proportionate distribution of values and missing data estimated by substituting proportionately. For example, complete records indicated that 3.8% of persons stopped were Asian. Consequently, 3.8% of records for which race/ethnicity was missing were assigned the value of "Asian."



If you have any questions in regards to this report, please contact Deputy Director Larry J. Yium of the Office of Planning. He can be reached at 713-308-9118 or larry.yium@HoustonPolice.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles A. McClelland, Jr.", written in a cursive style.

Charles A. McClelland, Jr
Chief of Police

cam:jaj

Attachment

COP# 16-56419

TIER 2 REPORTING

FULL REPORTING

Check One

- ☐ **No motor vehicle or audio equipment**
- ☒ **We choose to fully report even though we qualify for the partial exemption**



Racial Profiling Reporting (Tier 2)

Department Name	Houston Police Department
Agency Number	201-209
Chief Administrator Name	Charles A. McClelland, Jr.
Reporting Name	John Jackson
Contact Number	713-308-9155
E-mail Address	HPD.OPENRECS@HoustonPolice.org


Certification to Report 2.132 (Tier 2)

Policy Requirements (2.132(b) CCP):

Each law enforcement agency in this state shall adopt a detailed written policy on racial profiling. The policy must:

- (1) clearly define acts constituting racial profiling;
- (2) strictly prohibit peace officers employed by the agency from engaging in racial profiling;
- (3) implement a process by which an individual may file a complaint with the agency if the individual believes that a peace officer employed by the agency has engaged in racial profiling with respect to the individual;
- (4) provide public education relating to the agency's complaint process;
- (5) require appropriate corrective action to be taken against a peace officer employed by the agency who, after an investigation, is shown to have engaged in racial profiling in violation of the agency's policy adopted under this article;
- (6) require collection of information relating to motor vehicle stops in which a citation is issued and to arrests made as a result of those stops, including information relating to:
 - (A) the race or ethnicity of the individual detained;
 - (B) whether a search was conducted and, if so, whether the individual detained consented to the search; and
 - (C) whether the peace officer knew the race or ethnicity of the individual detained before detaining that individual; and
- (7) require the chief administrator of the agency, regardless of whether the administrator is elected, employed, or appointed, to submit an annual report of the information collected under Subdivision (6) to:
 - (A) the Commission on Law Enforcement Officer Standards and Education; and
 - (B) the governing body of each county or municipality served by the agency, if the agency is an agency of a county, municipality, or other political subdivision of the state.

These policies are in
effect

	2-18-16
Chief Administrator	Date



**Racial Profiling Reporting
(Tier 2)**

(State of Texas Mandatory Form)

- Instructions: Please fill out all boxes. If zero use 0.**
1. Total on lines 3, 10, 13, 18, 21, 40, and 51 Must be equal
2. Total on lines 27 and 30 Must equal line 19

Gender:

1. 100,235 Female
2. 216,751 Male

3. 316,986 Total

Race or Ethnicity:

4. 104,532 African
5. 12,142 Asian
6. 140,577 Caucasian
7. 57,446 Hispanic
8. 1,678 Middle Eastern
9. 611 Native American

10. 316,986 Total

Race or Ethnicity known prior to stop?

11. 6,793 Yes
12. 310,193 No

13. 316,986 Total

Reason for stop:

14. 3,978 Violation of law other than traffic
15. 8,475 Pre-existing knowledge (i.e. warrant)
16. 240,956 Moving Traffic Violation
17. 63,577 Vehicle Traffic Violation (Equipment, Inspection or Registration)

18. 316,986 Total



Racial Profiling Reporting (Tier 2)

Search conducted?

19. 23,314 Yes
20. 293,672 No

21. 316,986 Total

Reason for search: (choose 1 for each search)

22. 5,665 Consent
23. 1,162 Contraband/evidence in plain sight
24. 7,497 Probable cause or reasonable suspicion
25. 1,788 Inventory search performed as result of
towing
26. 7,202 Incident to arrest/warrant
27. 23,314 Total Must equal #19

Contraband discovered?

28. 4,848 Yes
29. 18,466 No
30. 23,314 Total Must equal #19

Description of Contraband (Chose only One)

31. 3,377 Illegal drugs/drug paraphernalia
32. 73 Currency
33. 525 Weapons
34. 468 Alcohol
35. 230 Stolen property
36. 175 Other
37. 4,848 Total Must equal #28

Arrest result of stop or search:

38. 12,970 Yes
39. 304,016 No

40. 316,986 Total



**Racial Profiling Reporting
(Tier 2)**

Arrest based on:

41.	<u>289</u>	Violation of the Penal Code
42.	<u>6,145</u>	Violation of a Traffic Law
43.	<u>4,126</u>	Violation of City Ordinance
44.	<u>2,410</u>	Outstanding Warrant

Street address or approximate location of the stop:

45.	<u>237,361</u>	City Street
46.	<u>77,878</u>	US Highway
47.	<u>415</u>	County Road
48.	<u>1,332</u>	Private Property or Other

Written warning or a citation as a result of the stop:

49.	<u>220,501</u>	Yes
50.	<u>96,485</u>	No

51. 316,986 **Total**

Please submit electronically the analysis in PDF format required by 2.134 CCP(c) which contains:

- (1) a comparative analysis of the information compiled under Article 2.133 to:
 - (A) evaluate and compare the number of motor vehicle stops, within the applicable jurisdiction, of persons who are recognized as racial or ethnic minorities and persons who are not recognized as racial or ethnic minorities; and
 - (B) examine the disposition of motor vehicle stops made by officers employed by the agency, categorized according to the race or ethnicity of the affected persons, as appropriate, including any searches resulting from stops within the applicable jurisdiction; and
- (2) information relating to each complaint filed with the agency alleging that a peace officer employed by the agency has engaged in racial profiling.

This analysis meets the above requirements


Chief Administrator

2-18-16
Date

All five (5) pages will be entered via a TCLEOSE Web entry form and the analysis is to be uploaded to the website in PDF format

www.tcleose.state.tx.us

CITY OF HOUSTON

Sylvester Turner

Mayor

HOUSTON POLICE DEPARTMENT

Charles A. McClelland, Jr.

Chief of Police

ANNUAL TRAFFIC STOP DATA ANALYSIS 2015

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

HONOR • INTEGRITY • RESPECT



Prepared: February 2016

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 2015 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 43,399 fewer traffic stops in 2015 than in 2014. In 2015, HPD discovered that citations issued during crash investigations previously had been included in traffic stop data even though those investigations are not traffic stops. A small portion of the decline (approximately 150) can be explained by the exclusion of crash investigations in 2015. Relative to 2014, there was a substantial shift in the racial distribution of stops in 2015 from Hispanic motorists (14.9% decrease) to white motorists (15.8% increase).

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 2015, there were no allegations brought by members of the public.

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Sylvester Turner

Mayor

HOUSTON POLICE DEPARTMENT

Charles A. McClelland, Jr.

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

HONOR • INTEGRITY • RESPECT



Prepared: February 2016

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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 2015 annual report reveals similar patterns.

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The primary finding is that officers made 43,399 fewer traffic stops in 2015 than in 2014. In 2015, HPD discovered that citations issued during crash investigations previously had been included in traffic stop data even though those investigations are not traffic stops. A small portion of the decline (approximately 150) can be explained by the exclusion of crash investigations in 2015. Relative to 2014, there was a substantial shift in the racial distribution of stops in 2015 from Hispanic motorists (14.9% decrease) to white motorists (15.8% increase).

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Traffic Stop Data Analysis

2015



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 or 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 2015, there were no complaints made by citizens for allegations of racial profiling, nor any allegations developed during internal investigations. Likewise in 2014, no complaints were made by citizens. However, allegations were made in three cases by internal investigators, although none were sustained; after investigation, two were classified as *unfounded* and one as *exonerated*. **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
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%
2015	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	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 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.

For a variety of technical reasons, the department experienced cases where traffic stop data were recorded with missing data in some fields. In most cases, the errors could be corrected based on other data or by contacting the originating officer. 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 from the handheld writers (3,234 or 1.0%) had the value of UNKNOWN recorded for the **race** of the subject involved in the stop. As a programmed option in the devices, the user’s selection of the value indicates ambiguity in identifying the race of the subject; for the purposes of this analysis, these cases will be treated as missing data. In addition to the UNKNOWN race cases, an officer recorded one stop on legacy software, which was not compatible with some TCOLE designated fields, resulting in 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, however an analogous practice can be used to substitute the distribution of values found in the known data across the missing data. Given that the complete data represent approximately 99% of the whole, the estimates of the missing data are highly reliable and any subsequent error is inconsequential small. 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 (97.5%), 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.

The traffic stop dataset is very large in size (N- 316,986). 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 (3,235 cases) represents a very tiny amount well within the judicial standard (1.0%).

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: 2015 MOTOR VEHICLE STOPS

The data for traffic stops conducted by the Houston Police Department in 2015 are presented below. The following tables report motor vehicle stop data captured for 2015 and are available in full format in **Appendix B**. In 2015, Houston Police Officers conducted 309,120 stops, 43,399 fewer than in 2014. With the inclusion of passenger related stops, 316,986 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

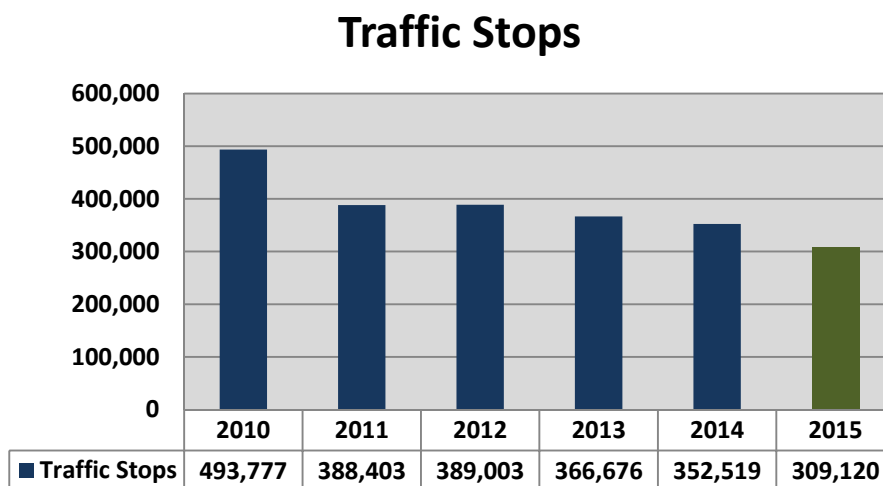


Table 2 displays the total number of actual records for each race/ethnicity category. Because some stops include passengers, the number of records exceeds the number of stops identified in Figure 1.

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

	Number	Percentage
Asian/PI	12,142	3.8%
Black	104,532	33.0%
Hispanic	57,446	18.1%
Middle Eastern	1,678	0.5%
Native American	611	0.2%
White	140,577	44.3%
Total	316,986	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 0.9% of all stops in 2015). 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 2015, motorists were ticketed in 69.6% of the motor vehicle stops recorded. In contrast, officers arrested motorists in 4.1% of incidents and released them without enforcement action in 27.2% cases.

Table 3. Disposition by Race/Ethnicity

	Asian/PI	Black	Hispanic	Middle Eastern	Native American	White	Total
Arrested	142	6,865	2,568	37	13	3,339	12,964
Released/Warned	2,591	35,497	22,314	632	153	25,077	86,264
Ticketed	9,300	62,481	32,468	1,000	443	111,587	217,279
Total	12,033	104,843	57,350	1,669	609	140,003	316,507

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/PI	Black	Hispanic	Middle Eastern	Native American	White	Total
Arrested	1.2%	6.5%	4.5%	2.2%	2.1%	2.4%	4.1%
Released/Warned	21.5%	33.9%	38.9%	37.9%	25.1%	17.9%	27.3%
Ticketed	77.3%	59.6%	56.6%	59.9%	72.7%	79.7%	68.6%
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 142 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

	Asian/PI	Black	Hispanic	Middle Eastern	Native American	White	Total
Arrested	1.1%	53.0%	19.8%	0.3%	0.1%	25.8%	100.0%
Released/Warned	3.0%	41.1%	25.9%	0.7%	0.2%	29.1%	100.0%
Ticketed	4.3%	28.8%	14.9%	0.5%	0.2%	51.4%	100.0%
Total	3.8%	33.1%	18.1%	0.5%	0.2%	44.2%	100.0%

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

Table 6: Search Status by Race/Ethnicity

	Asian/PI	Black	Hispanic	Middle Eastern	Native American	White	Total
Consent	82	3,053	993	31	7	1,499	5,665
Plain View	84	418	69	3	0	587	1,161
Incident to Arrest	75	3,719	1,630	11	5	1,759	7,199
Inventory (Towing)	20	844	358	4	2	560	1,788
Probable Cause	74	4,823	1,174	32	9	1,384	7,496
No Search	11,683	90,608	52,636	1,580	582	133,353	290,442
Total	12,018	103,465	56,860	1,661	605	139,142	313,751

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

	Asian/PI	Black	Hispanic	Middle Eastern	Native American	White	Total
Consent	0.7%	3.0%	1.7%	1.9%	1.2%	1.1%	1.8%
Plain View	0.7%	0.4%	0.1%	0.2%	0.0%	0.4%	0.4%
Incident to Arrest	0.6%	3.6%	2.9%	0.7%	0.8%	1.3%	2.3%
Inventory (Towing)	0.2%	0.8%	0.6%	0.2%	0.3%	0.4%	0.6%
Probable Cause	0.6%	4.7%	2.1%	1.9%	1.5%	1.0%	2.4%
No Search	97.2%	87.6%	92.6%	95.1%	96.2%	95.8%	92.6%
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

	Asian/PI	Black	Hispanic	Middle Eastern	Native American	White	Total
Consent	1.4%	53.9%	17.5%	0.5%	0.1%	26.5%	100.0%
Plain View	7.2%	36.0%	5.9%	0.3%	0.0%	50.6%	100.0%
Incident to Arrest	1.0%	51.7%	22.6%	0.2%	0.1%	24.4%	100.0%
Inventory (Towing)	1.1%	47.2%	20.0%	0.2%	0.1%	31.3%	100.0%
Probable Cause	1.0%	64.3%	15.7%	0.4%	0.1%	18.5%	100.0%
No Search	4.0%	31.2%	18.1%	0.5%	0.2%	45.9%	100.0%
Total	3.8%	33.0%	18.1%	0.5%	0.2%	44.3%	100.0%

ANALYSIS: 2014–2015 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 (2015) versus the preceding year (2014). During 2015 there were 42,395 fewer motor vehicle stop records (driver and passenger inclusive), as demonstrated in Table 9:

Table 9. 2014–2015 Comparison of Motor Vehicle Stops

	Motor Vehicle Stops
2014	359,381
2015	316,986
Difference	-42,395

Table 10 indicates only very small differences in year-over-year traffic stop patterns for most fields. These differences are indistinguishable from random variation. There was a sizeable change in the proportion of stops involving Hispanics (decrease) and Whites (increase). 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. Additionally, the department responds to changing crime patterns by reallocating resources and developing strategies to address crime problems. These operational changes may impact traffic stop patterns.

2014–2015 Comparison of Motor Vehicle Stops by Race/Ethnicity

	2014	2015	Difference *
Asian/PI	4.5%	3.8%	-0.7%
Black	32.5%	33.0%	0.5%
Hispanic	33.0%	18.1%	-14.9%
Middle Eastern	1.4%	0.5%	-0.9%
Native American	0.1%	0.2%	0.1%
White	28.5%	44.3%	15.8%
Total	100.0%	100.0%	

- * Difference is numeric change in percentage when comparing 2015 to 2014 data; it is not percent change. Positive differences are increases in 2015 over 2014 data, while negative values are decreases. Due to number rounding, the noted difference may deviate from a simple subtraction of the entries in the 2014 column from the 2015 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 2014 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 2015 versus 2014, while the negative shows the opposite.

Table 11. 2014–2015 Comparison of TCOLE Reported Data

Categories	2014	Share (%) of Stops	2015	Share (%) of Stops	Y2Y Change	Y2Y % Change	Share Change
Total # Stops	359,381	100.0%	316,986	100.0%	-42,395	-11.8%	0%
Gender							
Female	114,232	31.8%	100,235	31.6%	-13,997	-12.3%	-0.2%
Male	245,149	68.2%	216,751	68.4%	-28,398	-11.6%	0.2%
Race/Ethnicity							
Asian	16,344	4.5%	12,142	3.8%	-4,202	-25.7%	-0.7%
Black	116,795	32.5%	104,532	33.0%	-12,263	-10.5%	0.5%
Hispanic	118,521	33.0%	57,446	18.1%	-61,075	-51.5%	-14.9%
Middle Eastern	4,974	1.4%	1,678	0.5%	-3,296	-66.3%	-0.9%
Native American	259	0.1%	611	0.2%	352	136.2%	0.1%
White	102,488	28.5%	140,577	44.3%	38,089	37.2%	15.8%
Race/Ethnicity Known Prior?							
No	350,120	97.42%	310,193	97.86%	-39,927	-11.4%	0.4%
Yes	9,261	2.58%	6,793	2.14%	-2,468	-26.6%	-0.4%
Reason for Stop							
Moving Traffic Violation	262,406	73.0%	240,956	76.0%	-21,450	-8.2%	3.0%
Pre-Existing Knowledge	9,544	2.7%	8,475	2.7%	-1,069	-11.2%	0.0%
Vehicle Traffic Violation	82,251	22.9%	63,577	20.1%	-18,674	-22.7%	-2.8%
Violation of law other than traffic	5,180	1.4%	3,978	1.3%	-1,202	-23.2%	-0.2%
Search Conducted?							
No	331,060	92.1%	293,672	92.6%	-37,388	-11.3%	0.5%
Yes	28,321	7.9%	23,314	7.4%	-5,007	-17.7%	-0.5%
Reason for Search							
Consent	7,337	25.9%	5,665	24.3%	-1,672	-22.8%	-0.3%
Contraband/Evidence in Plain Sight	957	3.4%	1,162	5.0%	205	21.4%	0.1%
Incident to Arrest	8,567	30.2%	7,202	30.9%	-1,365	-15.9%	-0.1%
Inventory Result of Towing	1,826	6.4%	1,788	7.7%	-38	-2.1%	0.1%
Probable Cause	9,634	34.0%	7,497	32.2%	-2,137	-22.2%	-0.3%
Contraband Discovered?							
No	23,478	82.9%	18,466	79.2%	-5,012	-21.3%	-0.7%
Yes	4,843	17.1%	4,848	20.8%	5	0.1%	0.2%
Description of Contraband							
Alcohol	422	1.5%	468	2.0%	46	10.9%	0.0%
Currency	57	0.2%	73	0.3%	16	28.1%	0.0%
Illegal Drugs/Paraphernalia	3,675	13.0%	3,377	14.5%	-298	-8.1%	0.0%
Stolen Property	174	0.6%	230	1.0%	56	32.2%	0.0%
Other	125	0.4%	175	0.8%	50	40.0%	0.0%
Weapons	390	1.4%	525	2.3%	135	34.6%	0.1%
Arrest Result of Stop or Search							
No	344,086	95.7%	304,016	95.9%	-40,070	-11.6%	0.2%
Yes	15,295	4.3%	12,970	4.1%	-2,325	-15.2%	-0.2%
Arrest Based On:							
Violation of City Ordinance	349	0.1%	4,126	1.3%	3,777	1082.5%	1.2%
Violation of Penal Code	6,347	1.8%	289	0.1%	-6,058	-95.4%	-1.7%
Violation of a Traffic Law	2,349	0.7%	6,145	1.9%	3,796	161.6%	1.3%
Outstanding Warrant	6,250	1.7%	2,410	0.8%	-3,840	-61.4%	-1.0%
Location of Stop							
City Street	265,613	73.9%	237,361	74.9%	-28,252	-10.6%	1.0%
County Road	396	0.1%	415	0.1%	19	4.8%	0.0%
Private Property	753	0.2%	1,332	0.4%	579	76.9%	0.2%
US Highway	92,619	25.8%	77,878	24.6%	-14,741	-15.9%	-1.2%
Citation Issued?							
No	107,124	29.8%	96,485	30.4%	-10,639	-9.9%	0.6%
Yes	252,257	70.2%	220,501	69.6%	-31,756	-12.6%	-0.6%

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

- Relative to 2014, the number of traffic stops declined by 11.8% in 2015. As a consequence, there is a broad decline (reference columns labeled “Y2Y Change” and “Y2Y % Change”) across most variables (rows).
- The relative shares of most ethnic groups remained relatively stable. There were modest shifts in the proportion of stops of Asians (decrease), Blacks (increase), Middle Easterners (decrease), and Native Americans (increase).
- However, there was a substantial year-over-year decline in the share of Hispanic motorists stopped (14.9%) and a corresponding increase in share of White motorists stopped (15.8%).
- However, the absolute counts of stops of motorists of Asian, Middle Eastern and Native American ethnicity changed significantly. However, these groups represent a small share of the total stops, which magnifies the effects of small changes.
- Relative to 2014, officers were slightly less likely to search motorists in 2015. Despite searching fewer motorists, officers discovered contraband more frequently.
- Regarding the reasons officers initiated traffic stops, the share of stops made for moving violations increased while the proportion for vehicle violations decreased.
- While the proportion of stops resulting in arrest remained consistent with 2014, the reasons for the arrest changed dramatically. In 2015, officers were less likely to arrest for penal code violations and warrants and more likely to make arrests for traffic law and city ordinance violations.

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 2015, there were no allegations of racial profiling made by any member of the public. The 2015 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 2014 and 2015 involve modest increases and decreases in nearly every type of stop and search when weighed against the total number of motor vehicle stops (N=316,986). 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

2015 DATA

2015 Traffic Stop Data

Table A1: Detention Disposition by Race/Ethnicity

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	
Arrested	142	1.2%	1.1%	6,865	6.5%	53.0%	2,568	4.5%	19.8%	37	2.2%	0.3%	13	2.1%	0.1%	3,339	2.4%	25.8%	12,964
Released/Warned	2,591	21.5%	3.0%	35,497	33.9%	41.1%	22,314	38.9%	25.9%	632	37.9%	0.7%	153	25.1%	0.2%	25,077	17.9%	29.1%	86,264
Ticketed	9,300	77.3%	4.3%	62,481	59.6%	28.8%	32,468	56.6%	14.9%	1,000	59.9%	0.5%	443	72.7%	0.2%	111,587	79.7%	51.4%	217,279
Total	12,033	100.0%	3.8%	104,843	100.0%	33.1%	57,350	100.0%	18.1%	1,669	100.0%	0.5%	609	100.0%	0.2%	140,003	100.0%	44.2%	316,507

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

Table A2: Search Status by Race/Ethnicity

Search Reason	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	
Consent	82	0.7%	1.4%	3,053	3.0%	53.9%	993	1.7%	17.5%	31	1.9%	0.5%	7	1.2%	0.1%	1,499	1.1%	26.5%	5,665
Plain View	84	0.7%	7.2%	418	0.4%	36.0%	69	0.1%	5.9%	3	0.2%	0.3%	0	0.0%	0.0%	587	0.4%	50.6%	1,161
Incident to Arrest	75	0.6%	1.0%	3,719	3.6%	51.7%	1,630	2.9%	22.6%	11	0.7%	0.2%	5	0.8%	0.1%	1,759	1.3%	24.4%	7,199
Inventory (Towing)	20	0.2%	1.1%	844	0.8%	47.2%	358	0.6%	20.0%	4	0.2%	0.2%	2	0.3%	0.1%	560	0.4%	31.3%	1,788
Probable Cause	74	0.6%	1.0%	4,823	4.7%	64.3%	1,174	2.1%	15.7%	32	1.9%	0.4%	9	1.5%	0.1%	1,384	1.0%	18.5%	7,496
No Search	11,683	97.2%	4.0%	90,608	87.6%	31.2%	52,636	92.6%	18.1%	1,580	95.1%	0.5%	582	96.2%	0.2%	133,353	95.8%	45.9%	290,442
Total	12,018	100.0%	3.8%	103,465	100.0%	33.0%	56,860	100.0%	18.1%	1,661	100.0%	0.5%	605	100.0%	0.2%	139,142	100.0%	44.3%	313,751

Note: Missing data are excluded.

2015 Traffic Stop Data

Table A3: 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	86	0.7%	1.3%	3,349	3.2%	49.5%	1,370	2.4%	20.3%	24	1.4%	0.4%	7	1.1%	0.1%	1,925	1.4%	28.5%	6,761
	Released	1,793	14.9%	4.0%	17,757	16.9%	39.5%	9,340	16.3%	20.8%	390	23.4%	0.9%	92	15.1%	0.2%	15,540	11.1%	34.6%	44,912
	Ticketed	8,716	72.4%	4.6%	52,473	50.0%	27.9%	21,792	38.0%	11.6%	870	52.1%	0.5%	410	67.3%	0.2%	103,586	74.0%	55.1%	187,847
Pre-Existing Knowledge	Arrested	21	0.2%	1.1%	1,102	1.1%	58.3%	344	0.6%	18.2%	3	0.2%	0.2%	2	0.3%	0.1%	418	0.3%	22.1%	1,890
	Released	53	0.4%	1.1%	2,183	2.1%	45.1%	1,497	2.6%	31.0%	22	1.3%	0.5%	1	0.2%	0.0%	1,079	0.8%	22.3%	4,835
	Ticketed	16	0.1%	0.8%	818	0.8%	39.4%	795	1.4%	38.3%	3	0.2%	0.1%	2	0.3%	0.1%	444	0.3%	21.4%	2,078
Vehicle Traffic	Arrested	25	0.2%	0.7%	2,001	1.9%	56.5%	737	1.3%	20.8%	9	0.5%	0.3%	4	0.7%	0.1%	765	0.5%	21.6%	3,541
	Released	711	5.9%	2.1%	14,864	14.2%	43.1%	10,598	18.5%	30.7%	204	12.2%	0.6%	58	9.5%	0.2%	8,037	5.7%	23.3%	34,472
	Ticketed	533	4.4%	2.0%	8,761	8.4%	33.6%	9,360	16.3%	35.9%	121	7.2%	0.5%	31	5.1%	0.1%	7,290	5.2%	27.9%	26,096
Violation of Law other than Traffic	Arrested	10	0.1%	1.3%	413	0.4%	53.5%	117	0.2%	15.2%	1	0.1%	0.1%	0	0.0%	0.0%	231	0.2%	29.9%	772
	Released	34	0.3%	1.7%	693	0.7%	33.9%	879	1.5%	43.0%	16	1.0%	0.8%	2	0.3%	0.1%	421	0.3%	20.6%	2,045
	Ticketed	35	0.3%	2.8%	429	0.4%	34.1%	521	0.9%	41.4%	6	0.4%	0.5%	0	0.0%	0.0%	267	0.2%	21.2%	1,258
Total		12,033	100.0%	3.8%	104,843	100.0%	33.1%	57,350	100.0%	18.1%	1,669	100.0%	0.5%	609	100.0%	0.2%	140,003	100.0%	44.2%	316,507

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

2015 Traffic Stop Data

Table A4: Stop Reason and Search Status 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	Consent	59	0.5%	1.8%	1,722	1.7%	52.1%	582	1.0%	17.6%	19	1.1%	0.6%	4	0.7%	0.0%	922	0.7%	27.9%	3,308
	Plain View	83	0.7%	8.3%	317	0.3%	31.8%	48	0.1%	4.8%	2	0.1%	0.2%	0	0.0%	0.0%	547	0.4%	54.9%	997
	Incident to Arrest	45	0.4%	1.3%	1,636	1.6%	47.0%	846	1.5%	24.3%	6	0.4%	0.2%	2	0.3%	0.0%	949	0.7%	27.2%	3,484
	Inventory (Towing)	10	0.1%	1.0%	379	0.4%	39.4%	203	0.4%	21.1%	4	0.2%	0.4%	2	0.3%	0.0%	364	0.3%	37.8%	962
	Probable Cause	49	0.4%	1.2%	2,705	2.6%	63.7%	635	1.1%	15.0%	23	1.4%	0.5%	3	0.5%	0.0%	829	0.6%	19.5%	4,244
	No Search	10,339	86.0%	4.6%	66,041	63.8%	29.4%	29,937	52.7%	13.3%	1,225	73.8%	0.5%	496	82.0%	0.1%	116,891	84.0%	52.0%	224,929
Pre-Existing Knowledge	Consent	2	0.0%	0.7%	169	0.2%	57.3%	57	0.1%	19.3%	3	0.2%	1.0%	0	0.0%	0.0%	64	0.0%	21.7%	295
	Plain View	0	0.0%	0.0%	21	0.0%	67.7%	3	0.0%	9.7%	0	0.0%	0.0%	0	0.0%	0.0%	7	0.0%	22.6%	31
	Incident to Arrest	16	0.1%	1.3%	705	0.7%	57.6%	249	0.4%	20.3%	1	0.1%	0.1%	0	0.0%	0.0%	253	0.2%	20.7%	1,224
	Inventory (Towing)	6	0.0%	2.2%	167	0.2%	61.9%	36	0.1%	13.3%	0	0.0%	0.0%	0	0.0%	0.0%	61	0.0%	22.6%	270
	Probable Cause	4	0.0%	0.7%	377	0.4%	65.9%	94	0.2%	16.4%	1	0.1%	0.2%	1	0.2%	0.0%	95	0.1%	16.6%	572
	No Search	61	0.5%	1.0%	2,485	2.4%	40.9%	2,138	3.8%	35.2%	23	1.4%	0.4%	4	0.7%	0.0%	1,371	1.0%	22.5%	6,082
Vehicle Traffic	Consent	21	0.2%	1.1%	1,113	1.1%	56.4%	344	0.6%	17.4%	8	0.5%	0.4%	3	0.5%	0.0%	486	0.3%	24.6%	1,975
	Plain View	1	0.0%	0.9%	68	0.1%	60.2%	16	0.0%	14.2%	1	0.1%	0.9%	0	0.0%	0.0%	27	0.0%	23.9%	113
	Incident to Arrest	8	0.1%	0.4%	1,127	1.1%	55.7%	458	0.8%	22.6%	3	0.2%	0.1%	3	0.5%	0.0%	426	0.3%	21.0%	2,025
	Inventory (Towing)	4	0.0%	0.8%	266	0.3%	54.2%	99	0.2%	20.2%	0	0.0%	0.0%	0	0.0%	0.0%	122	0.1%	24.8%	491
	Probable Cause	15	0.1%	0.6%	1,576	1.5%	66.9%	383	0.7%	16.3%	7	0.4%	0.3%	4	0.7%	0.0%	369	0.3%	15.7%	2,354
	No Search	1,216	10.1%	2.2%	21,121	20.4%	37.4%	19,223	33.8%	34.1%	312	18.8%	0.6%	81	13.4%	0.0%	14,487	10.4%	25.7%	56,440
Violation of Law other than Traffic	Consent	0	0.0%	0.0%	49	0.0%	56.3%	10	0.0%	11.5%	1	0.1%	1.1%	0	0.0%	0.0%	27	0.0%	31.0%	87
	Plain View	0	0.0%	0.0%	12	0.0%	60.0%	2	0.0%	10.0%	0	0.0%	0.0%	0	0.0%	0.0%	6	0.0%	30.0%	20
	Incident to Arrest	6	0.0%	1.3%	251	0.2%	53.9%	77	0.1%	16.5%	1	0.1%	0.2%	0	0.0%	0.0%	131	0.1%	28.1%	466
	Inventory (Towing)	0	0.0%	0.0%	32	0.0%	49.2%	20	0.0%	30.8%	0	0.0%	0.0%	0	0.0%	0.0%	13	0.0%	20.0%	65
	Probable Cause	6	0.0%	1.8%	165	0.2%	50.6%	62	0.1%	19.0%	1	0.1%	0.3%	1	0.2%	0.0%	91	0.1%	27.9%	326
	No Search	67	0.6%	2.2%	961	0.9%	32.1%	1,338	2.4%	44.7%	20	1.2%	0.7%	1	0.2%	0.0%	604	0.4%	20.2%	2,991
Total		12,018	100.0%	3.8%	103,465	100.0%	33.0%	56,860	100.0%	18.1%	1,661	100.0%	0.5%	605	100.0%	0.0%	139,142	100.0%	44.3%	313,751

Note: Missing data are excluded.

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
	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	3.6%	28.4%	45	0.9%	0.3%	12	4.6%	0.1%	3,015	2.9%	19.8%	15,204
Released/Warned	3,169	19.4%	3.3%	39,565	33.5%	41.2%	27,915	23.4%	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	73.0%	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
	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	1.5%	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	0.2%	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	2.3%	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	0.5%	29.5%	8	0.2%	0.4%	0	0.0%	0.0%	431	0.4%	23.6%	1,826
Probable Cause	194	1.2%	2.0%	5,389	4.6%	56.0%	2,366	2.0%	24.6%	73	1.5%	0.8%	8	3.1%	0.1%	1,595	1.6%	16.6%	9,625
No Search	15,890	97.5%	4.8%	101,600	87.2%	30.8%	110,566	93.5%	33.5%	4,834	97.4%	1.5%	237	91.9%	0.1%	97,045	94.9%	29.4%	330,172
Total	16,303	100.0%	4.5%	116,503	100.0%	32.5%	118,226	100.0%	33.0%	4,962	100.0%	1.4%	258	100.0%	0.1%	102,232	100.0%	28.5%	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	1.8%	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	10.1%	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%	5.8%	56,540	47.9%	27.1%	69,461	58.2%	33.3%	3,721	74.8%	1.8%	127	48.8%	0.1%	66,357	64.4%	31.9%	208,281
Pre-Existing Knowledge	Arrested	23	0.1%	0.9%	1,296	1.1%	52.7%	757	0.6%	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	1.7%	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	0.6%	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	1.0%	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	10.7%	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	13.3%	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	0.2%	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	0.9%	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	0.8%	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%	32.6%	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.

2014 Traffic Stop Data

Table B4: Stop Reason and Search Status 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	Consent	56	0.3%	1.3%	2,270	1.9%	54.6%	954	0.8%	23.0%	14	0.3%	0.3%	4	1.6%	0.0%	856	0.8%	20.6%	4,154
	Plain View	14	0.1%	1.9%	324	0.3%	43.5%	184	0.2%	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	1.1%	33.8%	18	0.4%	0.5%	2	0.8%	0.0%	776	0.8%	20.1%	3,853
	Inventory (Towing)	14	0.1%	1.5%	361	0.3%	37.5%	328	0.3%	34.1%	1	0.0%	0.1%	0	0.0%	0.0%	259	0.3%	26.9%	963
	Probable Cause	178	1.1%	2.8%	3,308	2.8%	51.9%	1,724	1.5%	27.0%	68	1.4%	1.1%	2	0.8%	0.0%	1,095	1.1%	17.2%	6,375
	No Search	13,925	85.4%	5.7%	70,411	60.4%	28.7%	78,621	66.5%	32.0%	4,103	82.8%	1.7%	175	67.8%	0.1%	78,136	76.4%	31.8%	245,371
Pre-Existing Knowledge	Consent	2	0.0%	0.4%	323	0.3%	64.0%	117	0.1%	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	0.0%	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	0.5%	33.6%	2	0.0%	0.1%	2	0.8%	0.0%	225	0.2%	13.7%	1,639
	Inventory (Towing)	4	0.0%	1.5%	156	0.1%	59.5%	53	0.0%	20.2%	1	0.0%	0.4%	0	0.0%	0.0%	48	0.0%	18.3%	262
	Probable Cause	1	0.0%	0.2%	350	0.3%	62.2%	132	0.1%	23.4%	2	0.0%	0.4%	2	0.8%	0.0%	76	0.1%	13.5%	563
	No Search	82	0.5%	1.3%	2,792	2.4%	42.6%	2,484	2.1%	37.9%	16	0.3%	0.2%	7	2.7%	0.0%	1,168	1.1%	17.8%	6,549
Vehicle Traffic	Consent	16	0.1%	0.6%	1,356	1.2%	54.6%	634	0.5%	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	0.0%	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	0.6%	29.8%	5	0.1%	0.2%	3	1.2%	0.0%	363	0.4%	14.3%	2,545
	Inventory (Towing)	5	0.0%	0.9%	276	0.2%	51.8%	136	0.1%	25.5%	4	0.1%	0.8%	0	0.0%	0.0%	112	0.1%	21.0%	533
	Probable Cause	14	0.1%	0.6%	1,516	1.3%	66.3%	412	0.3%	18.0%	3	0.1%	0.1%	3	1.2%	0.0%	339	0.3%	14.8%	2,287
	No Search	1,812	11.1%	2.4%	27,210	23.4%	36.7%	27,520	23.3%	37.1%	687	13.9%	0.9%	54	20.9%	0.0%	16,937	16.6%	22.8%	74,220
Violation of Law other than Traffic	Consent	4	0.0%	2.0%	95	0.1%	48.5%	53	0.0%	27.0%	0	0.0%	0.0%	1	0.4%	0.0%	43	0.0%	21.9%	196
	Plain View	1	0.0%	3.1%	18	0.0%	56.3%	7	0.0%	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	0.1%	27.9%	1	0.0%	0.2%	1	0.4%	0.0%	105	0.1%	19.8%	530
	Inventory (Towing)	1	0.0%	1.5%	31	0.0%	45.6%	22	0.0%	32.4%	2	0.0%	2.9%	0	0.0%	0.0%	12	0.0%	17.6%	68
	Probable Cause	1	0.0%	0.3%	215	0.2%	53.8%	98	0.1%	24.5%	0	0.0%	0.0%	1	0.4%	0.0%	85	0.1%	21.3%	400
	No Search	68	0.4%	1.7%	1,164	1.0%	29.4%	1,903	1.6%	48.1%	23	0.5%	0.6%	1	0.4%	0.0%	794	0.8%	20.1%	3,953
Total		16,300	100.0%	4.5%	116,480	100.0%	32.5%	118,188	100.0%	33.0%	4,957	100.0%	1.4%	258	100.0%	0.0%	102,222	100.0%	28.5%	358,405

Note: Missing data are excluded.