

Urbana Police Department Memorandum

TO: Chief Eddie Adair

Date: 8/31/05

FROM: Assistant Chief Michael F. Bily

REF: 2004 Traffic Stop Data

Attached is additional information concerning the 2004 Traffic Stop Study data. This additional information includes further breakdowns of statistical information that was requested by our City Council. While some of this information was difficult to compile, the process was productive in that we are instituting procedures that will help us more easily come up with the information in the future. Additionally, we have had numerous internal discussions concerning our continuing efforts to collect and report accurate data that will be helpful in this community wide discussion. As we found out, the City of Champaign was better positioned to more easily report data associated with traffic stops, because they collected and categorized far more data than we did. We have, however, been able to put together similar types of data that Champaign used in their report.

We have spent well over one hundred hours collectively retrieving data, refining the traffic stop data collection procedures and analyzing the results. I will make a number of recommendations at the end of this report to chart our course for the future.

The first thing that is attached to this report is the accurate 2004 IDOT Urbana Traffic Stop Study report. Apparently, early on in this process, copies were made of the Urbana IDOT traffic stop report that we thought was the final version. The numbers of the final version changed slightly and are reflected in this document. The difference in versions can easily be identified by looking at the total number of traffic stops. The final version should read 3545 as the total number of stops.

I kept the comments for each table to a minimum as each person who views this document should make up their own mind as to what the numbers indicate.

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Correct 2004 Illinois Traffic Stop Study Report

Illinois Traffic Stop Study, 2004

Agency: URBANA POLICE

▪ Stops

	Caucasian Drivers	Minority Drivers
Total Stops	1946	1599
Percentage Stops	54.89 %	45.10 %
Estimated Minority Driving Population		30.62 %
Ratio		1.47

▪ Reason for Stop

	Caucasian Drivers		Minority Drivers	
Total	1946		1599	
Moving Violations	1413	72.61 %	1098	68.66 %
Equipment Violations	385	19.78 %	370	23.13 %
Licensing / Registration Violations	148	7.60 %	131	8.19 %

▪ Outcome of Stop

	Caucasian Drivers		Minority Drivers	
Total	1946		1599	
Citation	975	50.10 %	866	54.15 %
Written Warning	971	49.89 %	733	45.84 %
Verbal Warning / Stop Card	0	.00 %	0	.00 %

▪ Searches

	Caucasian Drivers		Minority Drivers	
Total	1946		1599	
Consent Searches	51	2.62 %	27	1.68 %

Key Indicators		Total	Caucasian	African American	Hispanic	Asia	Am. Indian	N/S
Stops		3545	1946	1225	112	260	2	0
Reason for Stop	Moving	2511	1413	826	83	187	2	0
	Equipment	755	385	288	23	59	0	0
	License	279	148	111	6	14	0	0
	N/S	0	0					0
Outcome of Stop	Citation	1841	975	665	71	129	1	0
	Written Warning	1704	971	560	41	131	1	0
	Verbal Warning/ SC	0	0	0	0	0	0	0
	N/S	0	0	0	0	0		0
Searches	Consent	78	51	24	3	0	0	0

Additional Information

Table 1: Breakdown of Minority Stops by Race

Race of Driver	Total Stopped	Percentage of Total Stops
African American	1,225	34.56%
Asian/Pacific Islander	260	7.33%
Hispanic	112	3.16%
Native American	2	0.06%
Caucasian	1,946	54.89%
TOTAL:	3,545	100%

Table 2: IDOT Reported Demographic Breakdown of Minority Driving Population

Race	Total	Percentage
African American	3,875	12.19%
Asian/Pacific Islander	4,736	14.89%
Hispanic	1,084	3.41%
Native American	43	0.14%
Caucasian	21,428	67.39%
TOTAL:	31,799	100%

Comments: According to the IDOT demographics assigned to Urbana, African Americans are over-represented in the number of traffic stops made. While this is not proof of racial profiling, these numbers certainly are reason for further discussion.

Table 3 Breakdown of 2004 Traffic stops by Race/Age/Gender

Race	Gender	AGE						Grand Total
		UNDER 17	17-21	22-25	26-30	31-60	OVER 60	
African/American	Female	5 42%	122 36%	84 33%	64 32%	133 34%	6 23%	414
	Male	7 58%	216 64%	169 67%	135 68%	264 66%	20 77%	811
African/American Total		12	338	253	199	397	26	1225
Asian/Pacific Islander	Female		16 35%	18 27%	15 28%	25 27%		74
	Male		30 65%	48 73%	38 72%	69 73%	1 100%	186
Asian/Pacific Islander Total			46	66	53	94	1	260
Caucasian	Female	10 37%	200 39%	170 41%	96 38%	265 42%	43 43%	784
	Male	17 63%	318 61%	243 59%	154 62%	373 58%	57 57%	1162
Caucasian Total		27	518	413	250	638	100	1946
Hispanic	Female		10 42%	8 27%	6 21%	1 4%		25
	Male	1 100%	14 58%	22 73%	23 79%	27 96%		87
Hispanic Total		1	24	30	29	28		112
Native American/Alaskan	Male		1 100%	1 100%				2
Native American/Alaskan Total			1	1				2
Grand Total		40	927	763	531	1157	127	3545

Table 4 2004 Accident Data Broken Down by Race

African-American	Asian	Caucasian	Hispanic	Native American	Unknown	Total
290	132	1420	45	1	14	1902
15%	7%	75%	2%	<1%	<1%	100%

Comments: This table allows us to look at the demographic distribution by race of all drivers, without regard to fault, involved in accidents investigated by the Urbana Police Department.

Table 5a 2004 Radar (Speeding) Tickets by Race

African-American	Asian / Pacific Islander	Caucasian	Hispanic	Native American	Total
213	60	479	21	1	774
28%	8%	61%	2%	<1%	100%

Table 5b: Radar (Speeding) Tickets by Age

Radar/Speeding Tickets by Age

Under 17	17-21	22-25	26-30	31-60	61 and Over	Total
21	216	151	125	239	22	774
3%	28%	20%	16%	30%	3%	100%

Comments: There we a total of 774 radar traffic tickets written for speeding in 2004. 39% were issued to minorities (with 28% being African Americans) while 61% were issued to Caucasians. Additionally, the breakdown of radar tickets by gender indicates that there were 436 tickets issued to male drivers and 338 tickets issued to female drivers.

Table 6 Traffic Stops by Beat Assignment Broken Down by Race

Driver Race	Beat 61	Beat 62	Beat 63	Beat 64	Other	Total by Race
African-American	428 39%	211 33%	141 19%	432 42%	13 42%	1225 34%
Asian/Pacific Islander	96 9%	26 4%	92 12%	45 4%	1 3%	260 7%
Caucasian	537 49%	386 60%	487 66%	520 50%	16 52%	1946 55%
Hispanic	29 3%	25 3%	21 3%	36 3%	1 3%	112 3%
Native American	1 <1%	0	1 <1%	0	0	2 <1%
Total:	1091 31%	648 18%	742 21%	1033 29%	31 1%	3545 100%

Comments: Beat 61 is in the northwest portion of the city. Beat 62 is in the northeast portion of the city. Beat 63 is in the southwest portion of the city. Beat 64 is in the southeast portion of the city. The north/south dividing line is Springfield until it turns into Main going east, then it is Main. The east/west dividing line is Broadway (north of Main/Springfield) and Vine (South of Springfield/Main). Attached at the end of this report is a city map with the beat structure drawn out with the total traffic stops, calls for service and reports taken indicated.

Table 7 Traffic Stops by Beat Assignments Broken down by Race and Time of day (correlates with Officer Shift times)

Shift	Beat	African American	Asian / Pacific Islander	Caucasian	Hispanic	Native American	Grand Total
First 0700 - 1500	Beat 61	62	17	153	11	0	243
	Beat 62	19	1	90	3	0	113
	Beat 63	22	14	131	3	0	170
	Beat 64	53	11	96	5	0	165
	Other	1	0	5	0	0	6
1st Shift Total		157	43	475	22	0	697
Second 1500 - 2300	Beat 61	185	38	203	6	0	432
	Beat 62	90	14	170	13	0	287
	Beat 63	47	36	146	4	0	233
	Beat 64	232	16	215	11	0	474
	Other	8	0	3	0	0	474
2nd Shift Total		562	104	737	34	0	1437
Third 2300 - 0700	Beat 61	181	41	181	12	1	416
	Beat 62	102	11	126	9	0	248
	Beat 63	72	42	210	14	1	339
	Beat 64	147	18	209	20	0	394
	Other	4	1	8	1	0	14
3rd Shift Total		506	113	734	56	2	1411
GRAND TOTAL		1225	260	1946	112	2	3545

Distribution of stops by race

The following tables document the distribution of traffic stops by race that are a result of an equipment, license/registration or moving violation.

Table 8 **Equipment Violations Broken Down By Race**

Race of Driver	Total Stopped	Percentage of Total Stops
African American	288	38%
Asian/Pacific Islander	59	8%
Caucasian	385	51%
Hispanic	23	3%
Total:	755	100%

Table 9 **License/Registration Violations Broken Down By Race**

Race of Driver	Total Stopped	Percentage of Total Stops
African American	111	40%
Asian/Pacific Islander	14	5%
Caucasian	148	53%
Hispanic	6	2%
Total:	279	100%

Table 10 **Moving Violations Broken Down By Race**

Race of Driver	Total Stopped	Percentage of Total Stops
African American	826	33%
Asian/Pacific Islander	187	7%
Caucasian	1413	57%
Hispanic	83	3%
Native American	2	<1%
Total:	2,511	100%

Comments: African Americans are stopped at a higher rate when equipment violations and license/registrations violations are compared to moving violations.

Table 11 Moving Violations Broken Down by Reason for Stop and Race (2511 total Stops)

Reason	African American	Asian	Caucasian	Hispanic	Native American
Traffic sign/signal	179	50	320	21	0
Follow to Close	0	1	8	0	0
Lane Violation	64	17	114	17	0
Other	283	43	325	15	1
Seat Belt	63	7	117	5	0
Speeding	237	69	529	25	1
Total	826 (33%)	187 (7%)	1,413 (57%)	83 (3%)	2 (<1%)

Comments: The reason for the largest numbers being in the “other” category is that the above listed categories are designated by IDOT for data reporting purposes. If the traffic law that is the subject of the traffic stop does not fit neatly into one of the five specific categories identified by IDOT, it is recorded as an “other”.

Table 12 Dispositions of Traffic Stops Broken Down by Race

Type of Stop	Disposition Type	African American	Asian / Pacific Islander	Caucasian	Hispanic	Native American	Total by Type of Stop
Equipment	IVC	104 36%	5 8%	96 25%	12 52%	0	217 6%
	Warning	184 64%	54 92%	289 75%	11 48%	0	538 15%
License / Registration	IVC	59 53%	6 43%	70 47%	4 67%	0	139 4%
	Warning	52 47%	8 57%	78 53%	2 33%	0	140 4%
Moving Violations	IVC	502 60%	118 63%	809 57%	55 66%	1 50%	1485 42%
	Warning	324 39%	69 37%	604 43%	28 34%	1 50%	1026 29%
TOTAL:		1225	260	1946	112	2	3545 100%

Table 13 Dispositions of Consent Searches

Race	Contraband found	
	Yes	No
African American	2	22
Asian/Pacific Islander	0	0
Caucasian	16	35
Hispanic	0	3
Native American	0	0

Comments: Note that this one area that we will begin to collect additional data for. Additional categories of search other than consent were not readily categorized for retrieval such searches relating to custodial arrests, K-9 searches, probable cause or searches based on suspicion.

Table 14 2004 Calls for Service by Beat

BEAT	CALLS FOR SERVICE
61	5,118
62	3,709
63	3,312
64	7,614
Total	19,753

Table 15 2004 Customer Service Broken Down by Race and Type of Involvement

CONTACT	RACE						Total by Involvement
	African American	Asian / Pacific Islander	Caucasian	Hispanic	Native American	Unknwn	
Field Interview	1,207 45%	73 3%	1,365 50%	59 2%	1 <1%	6 <1%	2,711
Offender	2,421 51%	167 4%	2,004 42%	75 1%	2 <1%	94 2%	4,763
Other	2,275 36%	261 4%	3,633 57%	115 2%	4 <1%	98 1%	6,386
Reporting Person	358 25%	59 4%	1,009 70%	11 <1%	2 <1%	3 <1%	1,442
Victim	1,825 38%	201 4%	2,632 55%	95 2%	8 <1%	44 <1%	4,805
Witness	955 37%	67 3%	1,536 59%	33 1%	4 <1%	8 <1%	2,603
TOTALS:	9,041 40%	828 4%	12,179 54%	388 2%	21 <1%	253 1%	22,710 100%

Table 16 2004 Customer Service Broken Down by Age and Gender

CONTACT	AGE						Gender		
	<17	17-21	22-25	26-30	31-60	>61	MALE	FEMALE	UNK
Field Interview	277 10%	690 25%	409 15%	304 11%	950 35%	81 3%	1616 60%	1095 40%	0
Offender	1177 25%	1055 22%	690 14%	471 10%	1266 27%	104 2%	3067 64%	1649 35%	47 <1%
Other	846 13%	1197 19%	860 13%	643 10%	2501 39%	339 5%	3469 54%	2916 46%	1 <1%
Reporting Person	13 <1%	86 6%	186 13%	188 13%	875 61%	94 7%	667 46%	775 54%	0
Victim	549 11%	959 20%	710 15%	503 10%	1819 38%	265 6%	2175 45%	2597 54%	33 <1%
Witness	288 11%	483 19%	370 14%	319 12%	1069 41%	74 3%	1308 50%	1295 50%	0
TOTALS:	3,150 14%	4,470 20%	3,225 14%	2,428 11%	8,480 37%	957 4%	12,302 54%	10,327 45%	81 <1%

	Beat 61	Beat 62	Beat 63	Beat 64
Calls for Service	5,118	3,709	3,312	7,617
Traffic Stops	1,091	648	742	1,033
Total Crimes	2,289	1,658	1,318	3,916

**BEAT
6-1**

**BEAT
6-2**

**BEAT
6-3**

**BEAT
6-4**



Conclusions and Recommendations

- We need to collect additional information on traffic stops. The retrieval, compilation and analysis of additional data will continue to stretch limited staff time, but will be required to properly proceed in this very important community issue.
- We need to do a much better job of putting together and distributing our traffic stop data in anticipation of the 2005 IDOT Traffic Stop Study report and related discussion.
- We need to improve our dialogue with the minority community. Our “First Thursday” meetings will be a start, but additional venues should be explored.
- The issue of “false stops” must be discussed. If someone believes they were stopped solely on the basis of race, a system of inquiry should be available to that person to report the incident and receive feedback without fear of retribution.
- We should develop a venue to help educate the public concerning the job we do and the methods that we employ.
- Our Officers need to be absolutely clear what the reason for the traffic stop is when they stop someone and that reason must be conveyed to the motorist.
- We must ensure that Urbana Police Directive 63.5 which prohibits racial profiling is regularly reviewed with all employees of the department.
- All traffic stops are being video taped. Supervisors should continue to conduct periodic reviews of their assigned Officer’s conduct on traffic stops.
- We need to continue to seek out additional opportunities for training that might prove helpful in this area.
- We need to continue to train internally so that our current published procedures for traffic stop information collection are fully understood and complied with by our officers.
- While individual officer statistics are not releasable to the public (see attached applicable portion of the law), we must continue to review the monthly individual officer stats to look for any abnormalities. In addition to your review, the Patrol Commander and supervising Sergeant should review this data on a monthly basis. From 625 ILCS 5/11 – 212 (f) Traffic Stop Statistical Study law:

“Any law enforcement officer identification information or driver identification information that is compiled by any law enforcement agency or the Illinois Department of Transportation pursuant to this Act for the purposes of fulfilling the requirements of this Section shall be confidential and exempt from public inspection and copying, as provided under Section 7 of the Freedom of Information Act, and the information shall not be transmitted to anyone except as needed to comply with this Section”.