

Urbana Police Department Memorandum

TO: Mayor Prussing; Council Members **Date:** August 16, 2006
FROM: Chief Michael F. Bily
RE: 2005 Traffic stop study results and analysis

Attached is the 2005 Illinois Traffic Stop Study report published by the Illinois Department of Transportation. As you might recall Illinois law mandates that certain information be collected on all traffic stops by every law enforcement agency in the State of Illinois. This information is then transmitted to the Illinois Department of Transportation who then forwards it to Northwestern University for compilation. On or about July 1, of each year the previous year's report is made public.

The 2004 report is also attached for comparison purposes. You will notice that we made approximately 500 fewer traffic stops in 2005 than we did in 2004. I believe that this can be directly attributed to the lack of available manpower in 2005. Despite making almost 500 fewer traffic stops in 2005, our minority stop ratio remained constant. It was 1.47 in 2004 and it dropped slightly to 1.44 in 2005. This ratio is based on our "assigned" minority driving population. I believe that one additional observation is worth noting concerning the fewer traffic stops made in 2005 - There were 246 fewer traffic stops made on Caucasian drivers and 254 fewer traffic stops made on minority drivers.

The Urbana Police 2005 data indicates that minorities are stopped at a rate higher than our assigned "estimated minority driving population" which according to Northwestern University is 30.62%. Our minority percentage of traffic stops in this report is 44.12%, which gives us a minority traffic stop ratio of 1.44. It is important to note that neither the law, nor Northwestern University has identified what the proper benchmark is as it pertains to minority stops. Each community has its own unique variables that must be considered.

During 2005 and now in 2006, we have spent additional time analyzing what these numbers actually mean. I do not believe that Urbana Police Officers are stopping vehicles solely based on the race of the driver. We have taken many additional steps to ensure this does not occur in Urbana, which I will discuss later in this memo. Statistical information can be misleading. Many communities are challenging the assigned number that designates the "estimated minority driving population". This is a time consuming and expensive proposition. I believe our time, effort and money are better spent taking the necessary steps to ensure that racial profiling is not occurring within our department. Additionally we must remain responsive to our community.

The sole goal and purpose of this study should not be to attempt to make the minority stop ratio a perfect "1". I believe this would be manipulating the numbers at the expense of the citizens we attempt to serve. The goal should be to use this data as a starting point for the examination of issues pertaining to the perception of racial profiling. We will continue to monitor our officers and engage the community in discussion about this topic.

As we attempted to do last year, I am providing additional breakdowns of the 3055 traffic stops from 2005. I believe this information is helpful to get a more accurate picture of the information provided in the one page state report. The breakdowns denoted in the tables provide a look at not only racial demographics, but also includes age, location, times and dispositions of the stops. Additionally, calls for service are included as well as the various demographic information surrounding those calls.

I believe there is a correlation between the calls for service and the areas that show the higher numbers of traffic stops. Traffic stops are a component of an overall approach to dealing with criminal problems in any given location.

An additional factor that we looked at this year was the impact of our Strategic Traffic Enforcement Program (STEP) on our overall traffic stop numbers. Of the 3055 traffic stops made in 2005, over 1000 were made as a direct result of the officers working STEP. I have included a new table in this report that shows the tickets written during the STEP details and their breakdown by zones (location). At this point there is not a racial breakdown of STEP tickets issued available, but this information is included in our compiled reports. STEP locations are assigned based largely on complaints or requests from citizens or in areas of high traffic accident locations.

I would also like to point out that we have expanded our age categories in some of the tables so that age groups were not as all encompassing.

To further put the 2005 Urbana traffic stop study report into context, I have reviewed other central Illinois police departments Traffic Stop reports. Urbana compares favorably to those additional police departments that we reviewed.

Minority Stop Driving Population Ratios:

	<u>2004</u>	<u>2005</u>
Statewide average	1.15	1.12
Champaign County	1.02	1.08
U of I	1.28	1.30
Danville	1.45	1.42
Urbana	1.47	1.44
Normal	1.60	1.97
Mattoon	1.60	1.92
Champaign	1.71	1.63
Peoria	1.71	1.72
Charleston	1.77	1.98
Rantoul	1.84	1.93
Bloomington	1.87	1.67
Decatur	2.12	2.11
Springfield	2.66	2.13

Statistical numbers can be interpreted to mean different things to different people. The many variables associated with this study and determining the true meaning of the numbers makes it difficult for everyone to agree. I can say without reservation that racial profiling will not be tolerated at the Urbana Police Department. We have taken a number of steps since this study began to make sure that traffic stops are being made because of behavior and not race.

Those steps include:

- We are doing a much better job at collecting and categorizing the listed information concerning traffic stops. We continue to meet internally to refine our collection and reporting process.
- While last years attempts to meet with various groups of the community during our “First Thursday” meetings were met with limited response, we are going to take a different approach this fall / winter. We will be contacting every neighborhood group and extending an invitation to attend their meetings to speak on any topic that they would find informative, including the contents of this report. Additionally, anyone else (not necessarily a neighborhood group) can contact my office for either individual discussion or group discussion on this or any other topic.
- The Urbana Police Directive which prohibits racial profiling has recently been the subject of training during our department wide training. This directive and issues surrounding it will continue to be included in any new officer training.
- One major component of last year’s initiatives was the systematic review of video tapes of traffic stops by supervisors. Through this increased scrutiny, we found the equipment and technology that we were using to be marginal at best. We are currently in the final stages of an exhaustive search for the video system that will meet our needs. I provided a review of our in-car video tape system problems during the annual city budget process. The current FY 06/07 budget contains the necessary funds to purchase and install quality in-car video that will greatly enhance our ability to provide the systematic monitoring of traffic stops.
- I am in the process of setting up what I believe will be quality customer service / diversity type training for the entire police department projected to occur in the fall of 2006.
- We will continue to implement and revise our procedures to require the review of the individual officer’s traffic stops by their immediate supervisor, the Division Commanders and the Assistant Chief.
- While we continue to encourage anyone who believes they have been the victim of racial profiling to contact my office, the pending Civilian Review Board should provide another avenue to express this concern.

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Illinois Traffic Stop Study, 2005

Agency: **URBANA POLICE**

Stops

	Caucasian Drivers	Minority Drivers
Total Stops	1707	1348
Percentage Stops	55.88%	44.12%
Estimated Minority Driving Population		30.62%
Ratio		1.44

Reason For Stop

	Caucasian Drivers		Minority Drivers	
Total	1707		1348	
Moving Violations	1406	82.37%	974	72.26%
Equipment Violations	230	13.47%	297	22.03%
Licensing/Registration Violations	71	4.16%	77	5.71%

Outcome of Stop

	Caucasian Drivers		Minority Drivers	
Total	1707		1348	
Citation	1070	62.68%	880	65.28%
Written Warning	637	37.32%	468	34.72%
Verbal Warning/Stop Card	0	0.00%	0	0.00%

Searches

	Caucasian Drivers		Minority Drivers	
Total	1707		1348	
Consent Searches	9		8	

Key Indicators		Total	Caucasian	Black	Hispanic	Asia	Am. Indian	N/S
Stops		3055	1707	1005	107	230	6	0
Reason For Stop	Moving	2380	1406	706	73	189	6	0
	Equipment	527	230	233	26	38	0	0
	License	148	71	66	8	3	0	0
	N/S	0	0	0	0	0	0	0
Outcome of Stop	Citation	1950	1070	642	78	156	4	0
	Written Warning	1105	637	363	29	74	2	0
	Verbal Warning/SC	0	0	0	0	0	0	0
	N/S	0	0	0	0	0	0	0
Searches	Consent	17	9	8	0	0	0	0

Illinois Traffic Stop Study, 2004

Agency: **URBANA POLICE**

Stops

	Caucasian Drivers	Minority Drivers
Total Stops	1,953	1,602
Percentage Stops	54.93%	45.06%
Estimated Minority Driving Population		30.62%
Ratio		1.47

Reason For Stop

	Caucasian Drivers		Minority Drivers	
Total	1,953		1,602	
Moving Violations	1,418	72.60%	1,100	68.66%
Equipment Violations	387	19.81%	371	23.15%
Licensing/Registration Violations	148	7.57%	131	8.17%

Outcome of Stop

	Caucasian Drivers		Minority Drivers	
Total	1,953		1,602	
Citation	979	50.12%	867	54.11%
Written Warning	974	49.87%	735	45.88%
Verbal Warning/Stop Card		0.00%	0	0.00%

Searches

	Caucasian Drivers		Minority Drivers	
Total	1,953		1,602	
Consent Searches	51	2.61 %	27	1.68 %%

Key Indicators		Total	Caucasian	Black	Hispanic	Asia	Am. Indian	N/S
Stops		3,555	1,953	1,227	113	260	2	0
Reason For Stop	Moving	2,518	1,418	827	84	187	2	
	Equipment	758	387	289	23	59		
	License	279	148	111	6	14		
	N/S	0						
Outcome of Stop	Citation	1,846	979	665	72	129	1	
	Written Warning	1,709	974	562	41	131	1	
	Verbal Warning/SC	0						
	N/S							
Searches	Consent	78	51	24	3			

Table 1: Breakdown of Minority Stops by Race

Race of Driver	Total Stopped	Percentage of Total Stops
African American	1005	33.44%
Asian/Pacific Islander	230	7.65%
Caucasian	1707	56.81%
Hispanic	107	3.56%
Native American/Alaskan	6	0.20%
TOTAL:	3055	

from access db UrbanaPoliceData provided by IDOT

Table 2: IDOT Reported Demographic Numbers

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	100.00%

from IDOT

Table 3: Breakdown of 2005 Traffic Stops by Race/Age/Gender

Race	Gender	Under 17	17-21	22-25	26-30	31-60	OVER 60	Grand Total
African American	Female	9 36%	131 39%	78 40%	43 30%	117 40%	5 38%	383
	Male	16 64%	208 61%	118 60%	99 70%	173 60%	8 62%	622
African American Total		25	339	196	142	290	13	1005
Asian/Pacific Islander	Female	2 100%	24 43%	19 40%	20 43%	22 29%	1 50%	88
	Male	0 0%	32 57%	28 60%	26 57%	55 71%	1 50%	142
Asian/Pacific Islander Total		2	56	47	46	77	2	230
Caucasian	Female	28 44%	187 41%	122 42%	85 42%	275 45%	27 32%	724
	Male	35 56%	273 59%	170 58%	118 58%	330 55%	57 68%	983
Caucasian Total		63	460	292	203	605	84	1707
Hispanic	Female	0	4 15%	7 23%	8 36%	10 34%	0	29
	Male	0	22 85%	23 77%	14 64%	19 66%	0	78
Hispanic Total		0	26	30	22	29	0	107
Native American/Alaskan	Female	0	0 0%	1 50%	0 0%	0 0%	0	1
	Male	0	1 100%	1 50%	1 100%	2 100%	0	5
Native American/Alaskan Total		0	1	2	1	2	0	6
Grand Total		90	882	567	414	1003	99	3055

from access db UrbanaPoliceData provided by IDOT

NEW AGE RANGE TABLE

Table 3: Breakdown of 2005 Traffic Stops by Race/Age/Gender

Race	Gender	Under 17	17-21	22-31	32-41	42-51	52-61	OVER 61	Grand Total							
African American	Female	3	38%	114	39%	144	36%	57	39%	42	42%	18	40%	5	38%	383
	Male	5	63%	178	61%	258	64%	89	61%	57	58%	27	60%	8	62%	622
African American Total		8		292		402		146		99		45		13		1005
Asian/Pacific Islander	Female	2	100%	14	40%	49	43%	13	22%	7	58%	2	29%	1	50%	88
	Male	0	0%	21	60%	65	57%	45	78%	5	42%	5	71%	1	50%	142
Asian/Pacific Islander Total		2		35		114		58		12		7		2		230
Caucasian	Female	6	27%	172	42%	244	41%	115	47%	91	44%	69	45%	27	32%	724
	Male	16	73%	234	58%	346	59%	130	53%	116	56%	84	55%	57	68%	983
Caucasian Total		22		406		590		245		207		153		84		1707
Hispanic	Female	0		3	17%	16	27%	7	28%	3	75%	0		0		29
	Male	0		15	83%	44	73%	18	72%	1	25%	0		0		78
Hispanic Total		0		18		60		25		4		0		0		107
Native American/Alaskan	Female	0		0		1	25%	0	0%	0		0	0%	0		1
	Male	0		0		3	75%	1	100%	0		1	100%	0		5
Native American/Alaskan Total		0		0		4		1		0		1		0		6
Grand Total		32		751		1170		475		322		206		99		3055

from access db UrbanaPoliceData provided by IDOT

Table 4: Accident Data

RACE	# Drivers	Percentage
African-American	331	16.82%
Asian	142	7.22%
Caucasian	1420	72.15%
Hispanic	55	2.79%
Native American	4	0.20%
Unknown	16	0.81%
TOTAL:	1968	100.00%

source: ARMS

Table 5a: Speeding Tickets by Race

African American	Asian / Pacific Islander	Caucasian	Hispanic	Native American	TOTAL
259	106	641	27	3	1,036
25.00%	10.23%	61.87%	2.61%	0.29%	100.00%

source: ARMS

Table 5b: Speeding Tickets by Age

Under 17	17-21	22-25	26-30	31-60	61 & Over	Total
19	264	201	152	371	29	1036
2%	25%	19%	15%	36%	3%	100%

source: ARMS

NEW AGE**RANGE:****Table 5c: Speeding Tickets by Age**

Under 17	17-21	22-31	32-41	42-51	52-61	Over 61	Total
19	264	370	177	102	76	28	1036
2%	25%	36%	17%	10%	7%	3%	100%

source: ARMS

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	404 37%	155 31%	96 18%	333 37%	17 41%	1005 33%
Asian/Pacific Islander	101 9%	13 3%	68 13%	46 5%	2 5%	230 8%
Caucasian	533 49%	325 64%	356 66%	472 53%	21 51%	1707 56%
Hispanic	36 3%	14 3%	17 3%	39 4%	1 2%	107 4%
Native American/Alaskan	4 <1%	0 0%	0 0%	2 <1%	0 0%	6 <1%
Total:	1078 35%	507 17%	537 18%	892 29%	41 1%	3055 100%

from access db UrbanaPoliceData provided by IDOT

Table 7: Distribution of Traffic Stops in Beats further broken down by Beat, Time of Day (correlates with Officer Shift times) and race:

Shift	Beat	African American	Asian / Pacific Islander	Caucasian	Hispanic	Native American	Grand Total
First 0700 - 1500	Beat 61	126	48	241	11	1	427
	Beat 62	23	1	80	1	0	105
	Beat 63	18	11	105	2	0	136
	Beat 64	80	19	158	11	1	269
	Other	0	0	4	0	0	4
1st Shift Total		247	79	588	25	2	941
Second 1500 - 2300	Beat 61	161	22	174	12	2	371
	Beat 62	65	6	138	5	0	214
	Beat 63	32	33	122	10	0	197
	Beat 64	145	18	203	16	1	383
	Other	8	0	6	1	0	15
2nd Shift Total		411	79	643	44	3	1180
Third 2300 - 0700	Beat 61	117	31	118	13	1	280
	Beat 62	67	6	107	8	0	188
	Beat 63	46	24	129	5	0	204
	Beat 64	108	9	111	12	0	240
	Other	9	2	11	0	0	22
3rd Shift Total		347	72	476	38	1	934
GRAND TOTAL		1005	230	1707	107	6	3055

from access db UrbanaPoliceData provided by IDOT

Table 8: Equipment Violations		
Race of Driver	Total Stopped	Percentage of Total Stops
African American	233	44.21%
Asian/Pacific Islander	38	7.21%
Caucasian	230	43.64%
Hispanic	26	4.93%
Total:	527	100.00%

from access db UrbanaPoliceData provided by IDOT

Table 9: License/Registration Violations		
Race of Driver	Total Stopped	Percentage of Total Stops
African American	66	44.59%
Asian/Pacific Islander	3	2.03%
Caucasian	71	47.97%
Hispanic	8	5.41%
Total:	148	100.00%

from access db UrbanaPoliceData provided by IDOT

Table 10: Moving Violations		
Race of Driver	Total Stopped	Percentage of Total Stops
African American	706	29.66%
Asian/Pacific Islander	189	7.94%
Caucasian	1406	59.08%
Hispanic	73	3.07%
Native American/Alaskan	6	0.25%
Total:	2380	100.00%

from access db UrbanaPoliceData provided by IDOT

Table 11: Basis for Stop by Race - Moving Violations (2,380 total stops)

Reason	African American	Asian	Caucasian	Hispanic	Native American
Traffic sign/signal	128	39	294	19	0
Follow to Close	0	1	3	0	0
Lane Violation	47	12	85	7	1
Other	160	26	224	17	0
Seat Belt	34	0	25	1	0
Speeding	337	111	775	29	5
Total:	706	189	1406	73	6
	29.66%	7.94%	59.08%	3.07%	0.25%

from access db UrbanaPoliceData provided by IDOT

TABLE 12A: Type of Stop Broken Down by Race

Type of Stop	African American	Asian / Pacific Islander	Caucasian	Hispanic	Native American	Total by Type of Stop
Equipment	233 23%	38 17%	230 13%	26 24%	0 0%	527 17%
License / Registration	66 7%	3 1%	71 4%	8 7%	0 0%	148 5%
Moving Violations	706 70%	189 82%	1406 82%	73 68%	6 100%	2380 78%
TOTAL:	1005	230	1707	107	6	3055 100%

from access db UrbanaPoliceData provided by IDOT

TABLE 12B: Disposition of Traffic Stops by Race

Disposition Type	African American	Asian / Pacific Islander	Caucasian	Hispanic	Native American	Total by Disposition Type
IVC	642 64%	156 68%	1070 63%	78 73%	4 67%	1953 64%
Warning	363 36%	74 32%	637 37%	29 27%	2 33%	1106 36%
TOTAL	1005	230	1707	107	6	3055

from access db UrbanaPoliceData provided by IDOT

Table 13: Consent Searches

Race	Consent Searches	Contraband Found	
		Yes	No
African-American	8	1	7
Asian/Pacific Islander	0	0	0
Caucasian	9	1	8
Hispanic	0	0	0
Native American	0	0	0
	17		

from IDOT

Table 14: 2005 Calls for Service by Beat

BEAT	CALLS FOR SERVICE
61	4,982
62	3,311
63	2,890
64	7,638
Other	860
TOTAL	19,681

Source: Tiburon

Table 15: 2005 Customer Service Broken Down by Race and Type of Involvement

CONTACT	African American	Asian / Pacific Islander	Caucasian	Hispanic	Native American	Unknown	Total by Involvement
Offender	2,012 53%	108 3%	1,466 39%	86 2%	3 <1%	114 3%	3,789
Other	1,900 34%	232 4%	3,192 58%	117 2%	6 <1%	69 1%	5,516
Reporting Person	342 26%	31 2%	900 70%	17 1%	0 0%	2 <1%	1,292
Victim	1,721 38%	193 4%	2,461 54%	143 3%	9 <1%	51 1%	4,578
Witness	903 36%	52 2%	1,499 59%	51 2%	0 0%	16 1%	2,521
TOTALS:	6,878 39%	616 3%	9,518 54%	414 2%	18 <1%	252 1%	17,696 100%

Source:
ARMS

TABLE 16: 2005 Customer Service Broken Down by Age and Gender

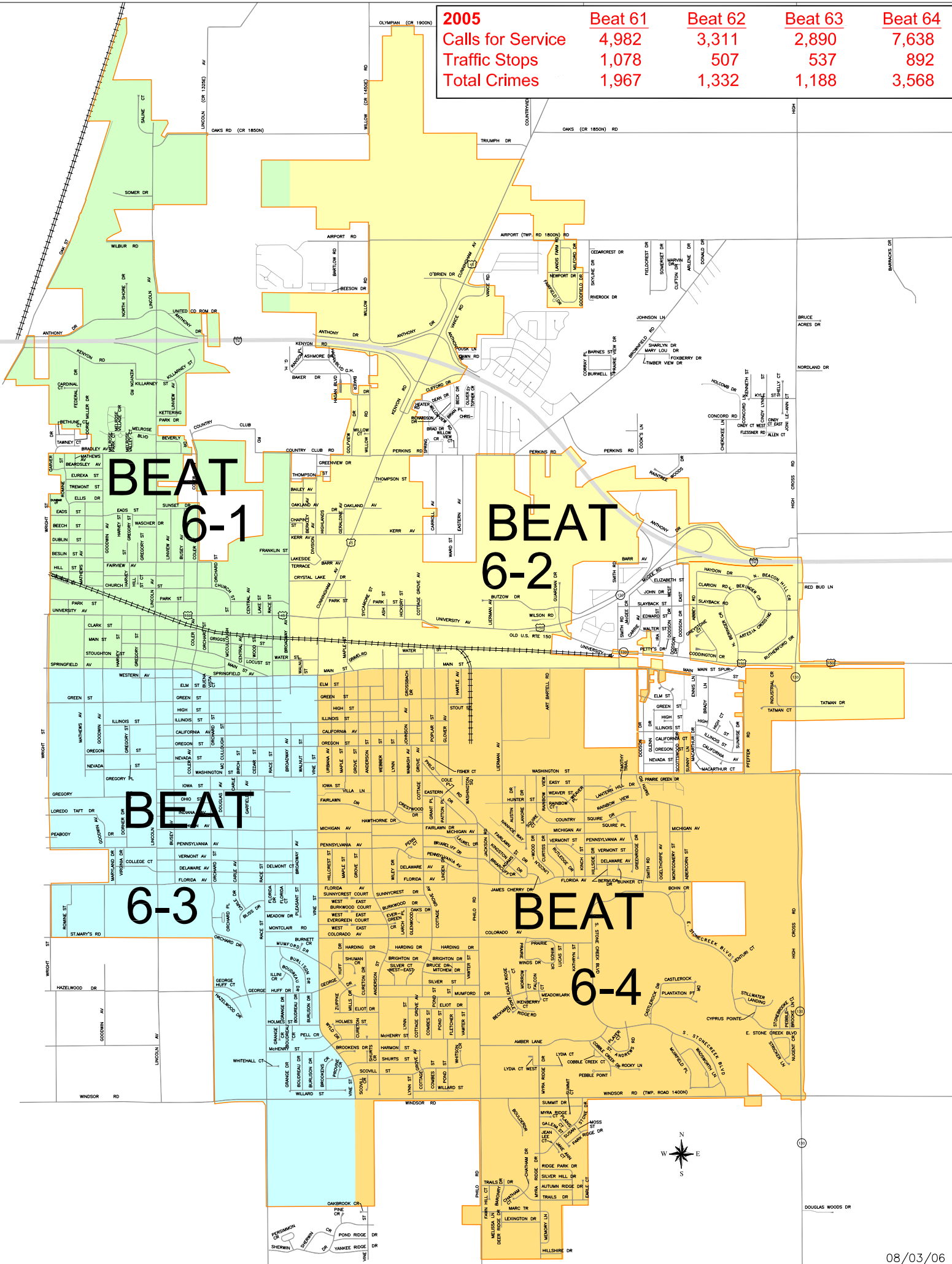
CONTACT	AGE						Total by Involvement	GENDER			TOTAL GENDER
	<17	17-21	22-25	26-30	31-60	>61		MALE	FEMALE	UNKNOWN	
Offender	674 18%	551 15%	352 9%	271 7%	734 19%	1,207 32%	3,789	2,504 66%	1,241 33%	44 1%	3,789
Other	367 7%	584 11%	364 7%	328 6%	1,320 24%	2,553 46%	5,516	2,966 54%	2,550 46%	0 0%	5,516
Reporting Person	6 0%	47 4%	89 7%	91 7%	466 36%	593 46%	1,292	613 47%	679 53%	0 0%	1,292
Victim	285 6%	544 12%	415 9%	322 7%	1,051 23%	1,961 43%	4,578	2,127 46%	2,414 53%	37 1%	4,578
Witness	150 6%	220 9%	195 8%	201 8%	594 24%	1,161 46%	2,521	1,318 52%	1,203 48%	0 0%	2,521
TOTALS:	1,482 8%	1,946 11%	1,415 8%	1,213 7%	4,165 24%	7,475 42%	17,696 100%	9,528 54%	8,087 46%	81 0%	17,696

Source: ARMS

Table 17 - Patrol zone breakdown of STEP tickets issued.

PATROL ZONE	61	62	63	64
CITATIONS PER ZONE	468	103	135	302
PERCENTAGE	47%	10 %	13 %	30 %

2005	Beat 61	Beat 62	Beat 63	Beat 64
Calls for Service	4,982	3,311	2,890	7,638
Traffic Stops	1,078	507	537	892
Total Crimes	1,967	1,332	1,188	3,568



**BEAT
6-1**

**BEAT
6-2**

**BEAT
6-3**

**BEAT
6-4**