



IDOT TRAFFIC STOP DATA TASK FORCE

**CITY OF URBANA
HUMAN RELATIONS OFFICE
400 South Vine Street
Urbana, IL 61801**

LAUREL LUNT PRUSSING
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PUBLIC COMMENT COVER PAGE

**THE ATTACHED IS PUBLIC COMMENT ON THE
“PRELIMINARY REPORT” PUBLISHED ON 07/06/2015
BY THE URBANA IDOT TRAFFIC STOP DATA TASK FORCE**

Comments Submitted by:	Durl Kruse
Date Received:	August 10, 2015

TASK FORCE INFORMATION:

The I.D.O.T. Traffic Stop Data Task Force was established by Urbana City Council Resolution NO. 2014-01-002.

The Task Force is charged with identifying and studying any racial disparities that may exist in local traffic stop data supplied annually to the City by the Illinois Department of Transportation (I.D.O.T.), and attempting to find the source and cause of any disparity. The Task Force is directed to examine multiple aspects of the traffic stop data, including race, driver age, residence, stop time, stop location, the reason for the stop, vehicle age, and any other information the Task Force finds to be useful. The Task Force will also look beyond traffic stop data to consider census and unemployment data, high school graduation rates, and incarceration statistics from the September 2013 study of the Champaign County justice system.

FOR ADDITIONAL INFORMATION ABOUT THE TASK FORCE:

On the web, visit <http://urbanaininois.us/boards/idot-traffic-stop-data-task-force>; or

Contact the Urbana Human Relations Office by mail to: 400 South Vine Street, Urbana, Illinois 61801-3336; by email to acweck@urbanaininois.us; by telephone to (217) 384-2455; or by fax to: (217) 328-8288.

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Subject: Investigatory Traffic Stop Data Collection
Date: Saturday, August 08, 2015 2:36:50 PM

Please Post as Public Comment

In the Sunday, 8/8/15, N-G there was an AP story about an agreement reached between the Chicago Police Department, the City of Chicago, and the ACLU regarding how “investigatory traffic stops” are now going to be recorded. The Traffic Stop Task Force has discussed this topic extensively and offered several related recommendations. The UPD has even initiated some changes to its warning and citation tickets to help identify the type of stop that occurred. These are all good things. But, the lack of clarity and precision in your recommendations as to what constitutes an investigatory traffic stop, what type of investigatory traffic stop data is to be collected, and how that data will be independently monitored in upcoming years has significant shortcomings.

I have highlighted in red (below) important aspects of the agreement. It is important to note that the Chicago Police Department, City of Chicago, and ACLU all agreed to these changes. In addition the Major Cities Chiefs Association suggest it would be “wise” for other cities to follow Chicago’s lead.

What is helpful here, is that Urbana does not need to reinvent the wheel. The Task Force can simply inquire of the Chicago PD for copies of the new written procedures and sample tickets that now are being implemented. Although Urbana’s identification of Safety, Patrol, and Community Caregiving stops is a step forward, it falls far short of what is needed to accurately and precisely evaluate and monitor the effects of investigatory stops by an independent body in future years. Now is the time and opportunity for the Task Force to be more direct and clear in its recommendations to the city council as to how the UPD can meaningfully collect and record investigatory traffic stop data locally.

If the City of Chicago can accomplish this in a very direct and transparent way with the support of the community, police department, ALCU, and endorsement of the Major Cities Chief Association, there is no reason the UPD and Task Force cannot arrive at equally clear and direct recommendations regarding data collection of investigatory stops.

Hopefully someone from the UPD or Task Force will make a simple inquiry to Chicago to ask them to share their new approach to data collection of investigatory traffic stops before you finalize your report.

Thank you,
Durl Kruse

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CHICAGO – The Chicago Police Department will allow independent evaluations of its stop-and-frisk procedures that critics say target blacks under

an agreement with the American Civil Liberties Union announced Friday, as police nationwide face scrutiny about how they treat minorities.

The agreement that calls for increased public disclosure and more officer training follows a scathing March 2015 report from the ACLU of Illinois that found Chicago officers disproportionately targeted blacks and other racial minorities in hundreds of thousands of stop, question and frisk encounters.

Under the agreement, former U.S. Magistrate Judge Arlander Keys will provide public reports twice a year on Chicago police investigatory stops and pat downs, looking at whether the city is meeting its legal requirements. It goes into effect immediately.

"It's not going to be a change in the actual way that we stop people, it's going to be a change in the way that we record the stop," Superintendent Garry McCarthy said at a Friday news conference. And he suggested that the evaluations will bear out his belief that the stops have been constitutional.

McCarthy also said he was pleased that his department was not compelled to take action by a court order, and that he hopes the agreement will "set the standard" for other police departments.

The president of the Major Cities Chiefs Association said other departments would be "wise" to follow Chicago's lead.

"If we can address the community concerns without having to go to court, without ... a lawsuit, I think that's obviously a better way and certainly better for the relationship between the police and the community," said Tom Manger, chief of police in Montgomery County, Maryland, who was in Chicago to meet with McCarthy and other police chiefs.

The only concern McCarthy said he had is that the extra paperwork might take officers off the streets for too long.

In its report, the ACLU of Illinois identified more than 250,000 Chicago stop-and-frisk encounters in which there were no arrests from May through August 2014. African-Americans accounted for nearly three-quarters of those stopped,

even though they make up about a third of the city's population.

The agreement comes after months of negotiations between the city, the department and the ACLU that aimed to avoid expensive and time-consuming litigation, the parties said in a news release.

The police department still faces a federal class-action lawsuit with 53 African-American plaintiffs claiming the street stops have led to constitutional abuses, including unlawful searches and seizures as well as excessive force.

"I certainly think that it does add a lot of credibility to the lawsuit," said Antonio Romanucci, an attorney handling the lawsuit.

The city and department have agreed to collect additional data about investigatory stops. That includes officers' names and badge numbers, the race, ethnicity and gender of the person stopped, the reason for the stop, whether they were frisked and other details.

That information will be given to the ACLU and Keys, who will oversee the agreement's implementation.