

Bloomington Police Department Traffic Stop Analysis for 2004.

All the information in this report is from the State of Illinois Traffic Stop Report, the Illinois Public Safety Partnership, or the Bloomington Police Department.

The Traffic Stop Report from the State of Illinois looked at four areas regarding traffic stops. The report examined Stops, Reason for Stop, Outcome of Stop, and Searches. This report shows what the State is going to release along with the expanded information collected by the BPD and analyzed by the Illinois Public Safety Partnership in conjunction with Northeastern University, Boston. The BPD feels that the State of Illinois report does not collect enough information for thorough analysis. Extra fields that the BPD collects are:

- *Citation Number*
- *BPD Case Number – if available*
- *Patrol Area the officer is assigned to*
- *Whether the race of a driver is perceptible at the time the traffic stop is initiated*
- *Whether the driver was known to be on parole or probation to the officer before the traffic stop*
- *The addition of ‘Middle Eastern’ as race/ethnicity*
- *Full address/block street name of location of the stop.*
- *License plate number*
- *Vehicle color*
- *Length of the stop in minutes*
- *Inventory vehicle search category*

While it may appear that minorities are stopped in higher proportion all over the City, several important points must be remembered. One, is that people do not stay in their ‘home’ area. We all must visit different parts of the City, County etc. Two, the Census data used for this table is extremely long and complex. Only those persons who listed their race as one type only are counted. Those persons who listed themselves as being of two or more different races (a growing trend) are not included in the above due to the difficulty in classifying their backgrounds.

• Stops

	State of Illinois		BPD	
	Caucasian Drivers	Minority Drivers	Caucasian Drivers	Minority Drivers
Total Stops	5131	1609	5961	2030
Percentage Stops	76.12%	23.87%	74.6%	25.4%
Estimated Minority Driving Population		13.51%		13.51%
Ratio		1.76		1.88

The Bloomington Police Department collects data on more variables than required to by legislation. This accounts for the extra number of stops analyzed and the differences in the minority driver counts. The BPD collects data on investigative BOLO stops where the State does not. The BPD also collects data on persons of Middle Eastern descent, who are counted as Caucasian by the State.

The estimated minority driving population is from the 2000 Census. The driving population are those persons aged 15 years and over. It does *not* take into account how many persons actually have a driver’s license and the count is for Bloomington only, ignoring the obvious variables of Normal’s population and the transient populations of Illinois State University and Illinois Wesleyan University.

- Reason for Stop

	State of Illinois				BPD			
	Caucasian Drivers		Minority Drivers		Caucasian Drivers		Minority Drivers	
Total	5131		1609		5961		2030	
Moving Violations	3441	67.06%	903	56.12%	3814	64.0%	1079	53.2%
Equipment Violations	923	17.98%	424	26.35%	1025	17.2%	486	23.9%
Licensing/Registration Violations	767	14.94%	282	17.52%	862	14.5%	331	16.3%
BOLO/Other	N/C	N/C	N/C	N/C	260	4.4%	134	6.6%

Be on the lookout stops (BOLO) are stops where the vehicle is stopped because it fits the description of a vehicle that was described in a crime. Minorities are stopped at higher percentage for equipment violations. This is not an indication of racial profiling. It is a result of economic differences in our community. In the first half of 2004 Bloomington experienced a bank robbery spree, where several vehicles which fit a suspects vehicle were pulled over. These stops are investigative in nature and not included in the state tally.

- Outcome of Stop

	State of Illinois				BPD			
	Caucasian Drivers		Minority Drivers		Caucasian Drivers		Minority Drivers	
Total	5131		1609		5961		2030	
Citation	3700	72.11%	1076	66.87%	4212	70.7%	1316	64.8%
Written Warning	1029	20.05%	339	21.06%	1233	20.7%	456	22.5%
Verbal Warning / Stop Card	402	7.83%	194	12.05%	516	8.7%	258	12.7%

Minorities are about 5% more likely to be given a warning of some type following a traffic stop.

- Driver Searches

	State of Illinois				BPD			
	Caucasian Drivers		Minority Drivers		Caucasian Drivers		Minority Drivers	
Total Number of Drivers Stopped	5131		1609		5961		2030	
Consent Searches	52	1.01%	47	2.92%	69	1.2%	64	3.2%
Reasonable Suspicion	N/C	N/C	N/C	N/C	7	0.1%	20	1.0%
Probable Cause	N/C	N/C	N/C	N/C	10	0.2%	13	0.6%
Incidental to Arrest	N/C	N/C	N/C	N/C	165	2.8%	203	10.0%
Custodial Arrest	N/C	N/C	N/C	N/C	24	0.4%	18	0.9%
Drug Dog Alert	N/C	N/C	N/C	N/C	3	0.1%	2	0.1%
Inventory	N/C	N/C	N/C	N/C	2	0.0	2	0.1%
Other	N/C	N/C	N/C	N/C	69	0.0	4	0.2%
Total Number of Searches	N/C		N/C		349		326	

It is not clear from the State report on whether the number of consent searches refers to the *driver* being searched or the *vehicle* being searched, as both variables are collected by the State. It is assumed for the preceding table that the State was referring to consent searches on the driver.

In regards to the consent searches, while it appears that minorities are submitting to a consent search more often than Caucasians, 46 of the 64 minorities (72%) had an extensive criminal record prior to the traffic stop. Of the 69 Caucasians who consented to a search, 51 (74%) had extensive criminal histories. This is not racial profiling, it is criminal profiling. These persons are a known criminal element and officers will be more careful in dealing with persons with criminal histories.

It should also be noted that 47% of the minority drivers who were consent searched are gang members, including one who committed a murder in Peoria in 2005. 12% of the Caucasian drivers who consented to a search are gang members or gang affiliated.

• **Vehicle Searches**

	State of Illinois				BPD			
	Caucasian Drivers		Minority Drivers		Caucasian Drivers		Minority Drivers	
Total Number of Drivers Stopped	5131		1609		5961		2030	
Consent Searches	N/C	N/C	N/C	N/C	65	1.1%	53	2.6%
Reasonable Suspicion	N/C	N/C	N/C	N/C	7	0.1%	13	0.6%
Probable Cause	N/C	N/C	N/C	N/C	7	0.1%	14	0.6%
Incidental to Arrest	N/C	N/C	N/C	N/C	132	2.2%	147	7.2%
Custodial Arrest	N/C	N/C	N/C	N/C	13	0.2%	3	0.0%
Drug Dog Alert	N/C	N/C	N/C	N/C	14	0.2%	30	1.5%
Inventory	N/C	N/C	N/C	N/C	110	1.8%	131	6.5%
Other	N/C	N/C	N/C	N/C	65	1.1%	53	2.6%
Total Number of Searches	N/C	N/C	N/C	N/C	349	6.8%	391	21.6%

• **Contraband Hit Rate**

	State of Illinois				BPD			
	Caucasian Drivers		Minority Drivers		Caucasian Drivers		Minority Drivers	
Total Number of Drivers Stopped	5131		1609		5961		2030	
Contraband Found	N/C	N/C	N/C	N/C	93	1.56%	98	4.83%
Drugs/Alcohol/Paraphernalia	N/C	N/C	N/C	N/C	79	1.33%	87	4.29%
Weapon	N/C	N/C	N/C	N/C	12	0.20%	4	0.20%
Stolen Property	N/C	N/C	N/C	N/C	1	0.02%	3	0.15%
Other Contraband	N/C	N/C	N/C	N/C	15	0.25%	7	0.34%

When looking at contraband found, minorities offend at 3 times the rate of Caucasians. Both groups offend with Drugs/Alcohol/Paraphernalia at roughly the same rate. On the stop card, officers can check multiple types of contraband during a single stop. This explains why the totals do not add up in this category. However, the overall contraband rate is in the Contraband Found row.

• **Quick Facts**

- Average length of a traffic stop went from 14:34 in 2003 to 19:24 in 2004, a 33% increase, per MetCom.
- Total number of traffic stops fell from 12,450 in 2003 to 8730 in 2004, a 29.9% decrease, per MetCom.
- Total number of traffic citations fell from 13,738 in 2003 to 10,907 in 2004, a 20.9% decrease.
- 60.9% of stops were males, where 39.1% were females.

Ethnicity	Male	Female
Caucasian	3445	2516
African American	976	474
Native American	1	3
Hispanic	267	75
Asian P.I.	115	44
Middle Eastern	59	16

- When searched, contraband was found 21.7% of the time on minorities and 21.8% of the time on Caucasians.

- **Stops where race is known to officer prior to stop**

Ethnicity	Total stopped	Race unknown	Percent unknown
Caucasian	5961	2657	45%
African American	1450	731	50%
Native American	4	1	25%
Hispanic	342	205	60%
Asian P.I.	159	75	47%
Middle Eastern	75	49	65%
<i>Total Minority</i>	2030	991	49%
<i>Overall</i>	7991	3648	46%

Officers are asked to indicate whether they can determine the race of a driver when they initiate a traffic stop. If an officer is unable to make a determination, they note that the race is unknown on the traffic stop card.

- **Was the driver known to the officer to be on parole or probation *at the time the traffic stop was initiated?***

Ethnicity	Yes	No
Caucasian	78 / 1.3%	5883 / 98.7%
African American	89 / 6.1%	1361 / 93.9%
Native American	0 / 0.0%	4 / 0.0%
Hispanic	3 / 0.9%	339 / 99.1%
Asian P.I.	1 / 0.1%	158 / 99.9%
Middle Eastern	0 / 0.0%	75 / 0.0%
Total	171 / 2.1%	7820 / 97.9%

- **Repeat Offenders by Race**

Race	Total Stops	Repeat Offenders	Of the repeat offenders, number and percent who were stopped for the same violation more than twice
Caucasian	5961	452 / 7.6%	62 / 13.7%
African American	1450	194 / 13.4%	12 / 6.2%
Native American	4	0 / 0.0%	0 / 0.0%
Hispanic	342	59 / 17.3%	3 / 5.1%
Asian P.I.	159	5 / 3.1%	1 / 3.1%
Middle Eastern	75	2 / 2.7%	2 / 100.0%
Total	7991	712 / 8.9%	262 / 36.8%

Key Indicators		Total		Caucasian		African American		Hispanic		Asian / Pacific Islander		American Indian		Middle Eastern	
		STATE	BPD	STATE	BPD	STATE	BPD	STATE	BPD	STATE	BPD	STATE	BPD	STATE	BPD
Stops		6740	7991	5131	5961	1185	1450	280	342	140	159	4	4	0	75
Reason for Stop	Moving	4344	4893	3441	3814	636	727	145	169	118	127	4	4	0	52
	Equipment	1347	1511	923	1025	325	363	84	91	15	17	0	0	0	15
	License	1049	1193	767	862	224	258	51	57	7	10	0	0	0	6
	BOLO/Other	N/C	394	N/C	260	N/C	102	N/C	25	N/C	5	N/C	0	N/C	2
Outcome of Stop	Citation	4776	5528	3700	4212	760	901	199	234	113	127	4	4	0	50
	Written Warn	1368	1689	1029	1233	261	339	58	0	20	77	0	24	0	16
	Verbal Warning	596	774	402	516	164	210	23	0	7	31	0	8	0	9
Searches	Driver Consent	99	133	52	69	40	54	7	9	0	0	0	0	0	0

Overall, while minorities appear to be stopped and searched at a higher rate than Caucasians, there is no evidence to suggest that racial profiling exists at the BPD. Any discrepancies in the data can be explained and the research instrument as designed by the State is flawed. Also, the form to enter the information is long and confusing, resulting in inaccurate data collection. The BPD recognizes that racial profiling is a serious topic. It is also a social phenomenon that is difficult to measure. How do we measure what is in an officer's mind when they initiate a traffic stop? The BPD is constantly researching to find ways to more accurately collect the data and shorten the length of the traffic stops.

Response to the IDOT Traffic Stop Report

This is copy of the response to be printed with the official traffic stop report from IDOT.

Overview

The Bloomington Police Department recognizes the importance of identifying and combating the immoral and illegal practice of racial profiling. Accordingly, the department collects more traffic stop data than required by law. We audio/video record all traffic stops, conduct diversity training, and enforce a zero-tolerance policy toward biased based policing. In addition to data analysis contracted by the state, Bloomington Police analyze our own data to ensure reliability and confirm data validity.

We have received numbers from the State of Illinois that do not include over 800 records submitted by us, yet reflect similar percentages. Informally, we understand but cannot confirm that our numbers compare favorably with other communities in Illinois. Ordinarily, it could be expected that we would embrace those results, if correct, as evidence of unbiased policing and vindication of the departments efforts to combat profiling. However, to do so would mislead the public for the sake of political expediency. It would be dishonest and unethical. We are more concerned with our long term credibility and seeking the truth. We honestly want to know, to the extent it can be quantifiably determined, whether there is any profiling among our officers.

We have voiced our concerns about the methodology used in Illinois' data collection and analysis and even though we could benefit by silence, we offer the following concerns:

- ***Benchmarking***

Bloomington and Normal are twin cities and major employment and recreational centers. The state report's *Estimated Minority Driving Population* reflects only Bloomington's ratio and does not account for the extensive travel of our neighbors within our community. There is no accurate benchmark.

- ***Consent Searches***

Both 72% of minority drivers and 74% of Caucasians who consented to a search were chronic offenders with extensive criminal histories. If correct, those close percentages are encouraging, indicative of criminal rather than racial profiling. However, we are disappointed to find search categories ill defined and not mutually exclusive, skewing all of the search related data. We are also disappointed that several more search related categories were collected but not included in the State's report.

Summary

Even though our percentages appear similar, based upon missing data and flawed methodology, we find the State's numbers unreliable and therefore meaningless. Accordingly, we can neither defend nor justify their validity. No valid conclusions can be drawn. Until reliable results dictate otherwise, we will assume a worse case scenario. As we have always done, we will conduct our operations as if we had a verified racial profiling problem. We recognize that racial profiling and bias based policing are wrong and illegal. We train our

officers accordingly and monitor their performance. We supervise our officers and enforce the policies, procedures and laws against racial profiling and biased based policing. We periodically review and update our policies and procedures as needed. We collect more data than required and will endeavor to determine accurate benchmarks to ensure reliability and validity of our statistical analyses of that data relative to racial profiling and biased based policing. We will continue to comply with the spirit of the legislation and respect the rights of all motorists in our community.