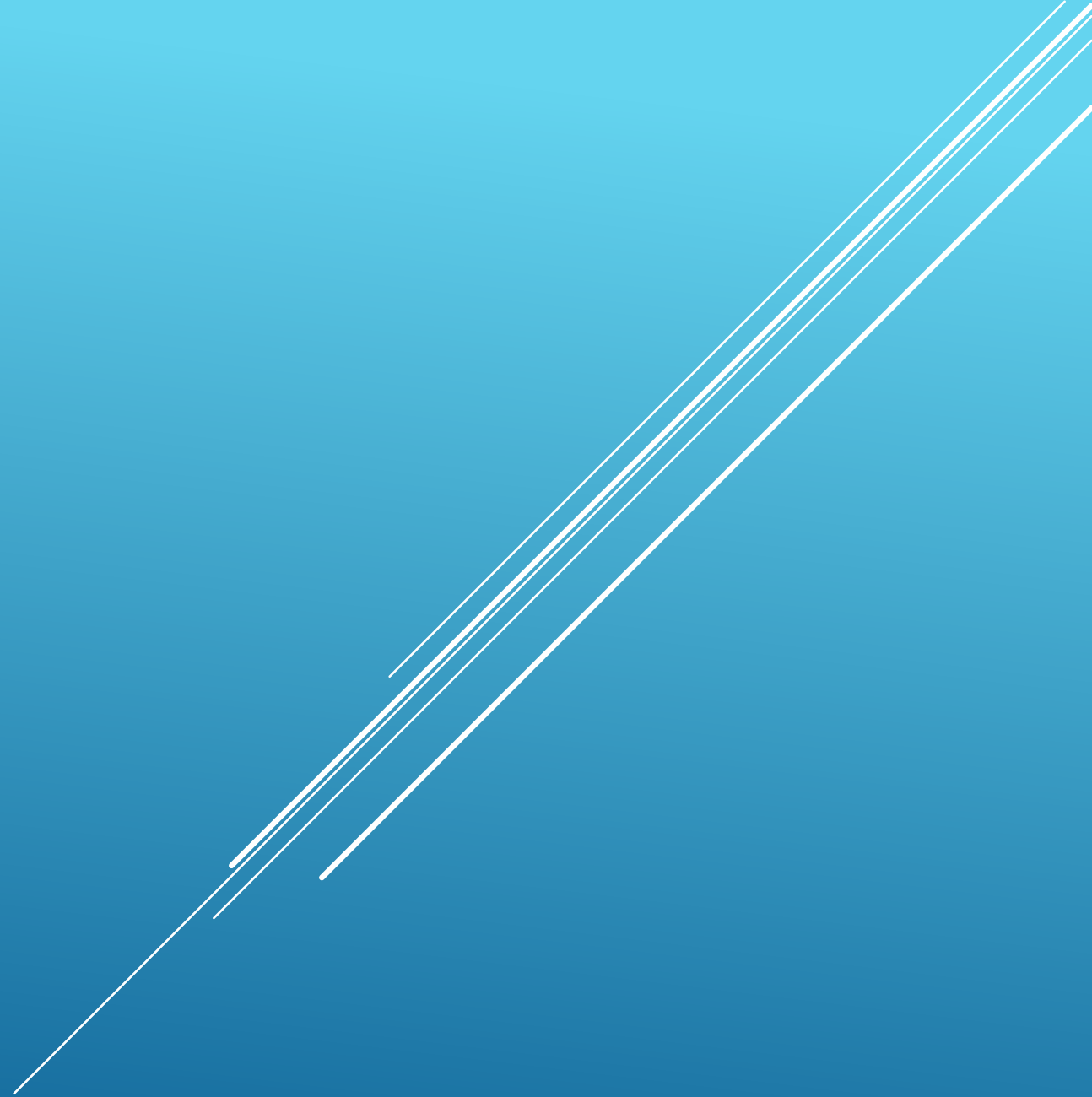
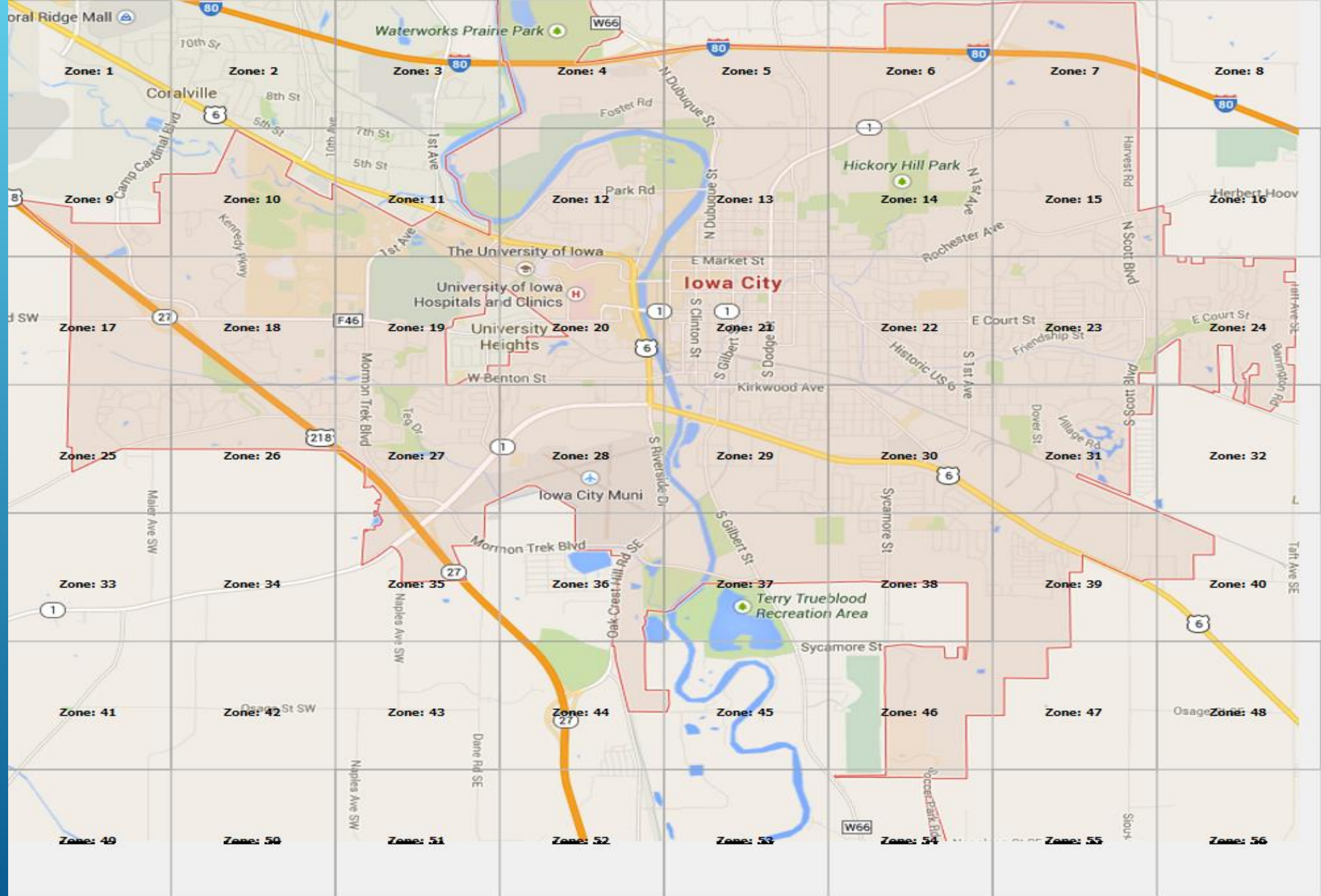


ICPD TRAFFIC STOP ANALYSIS



ICPD STOP MAP

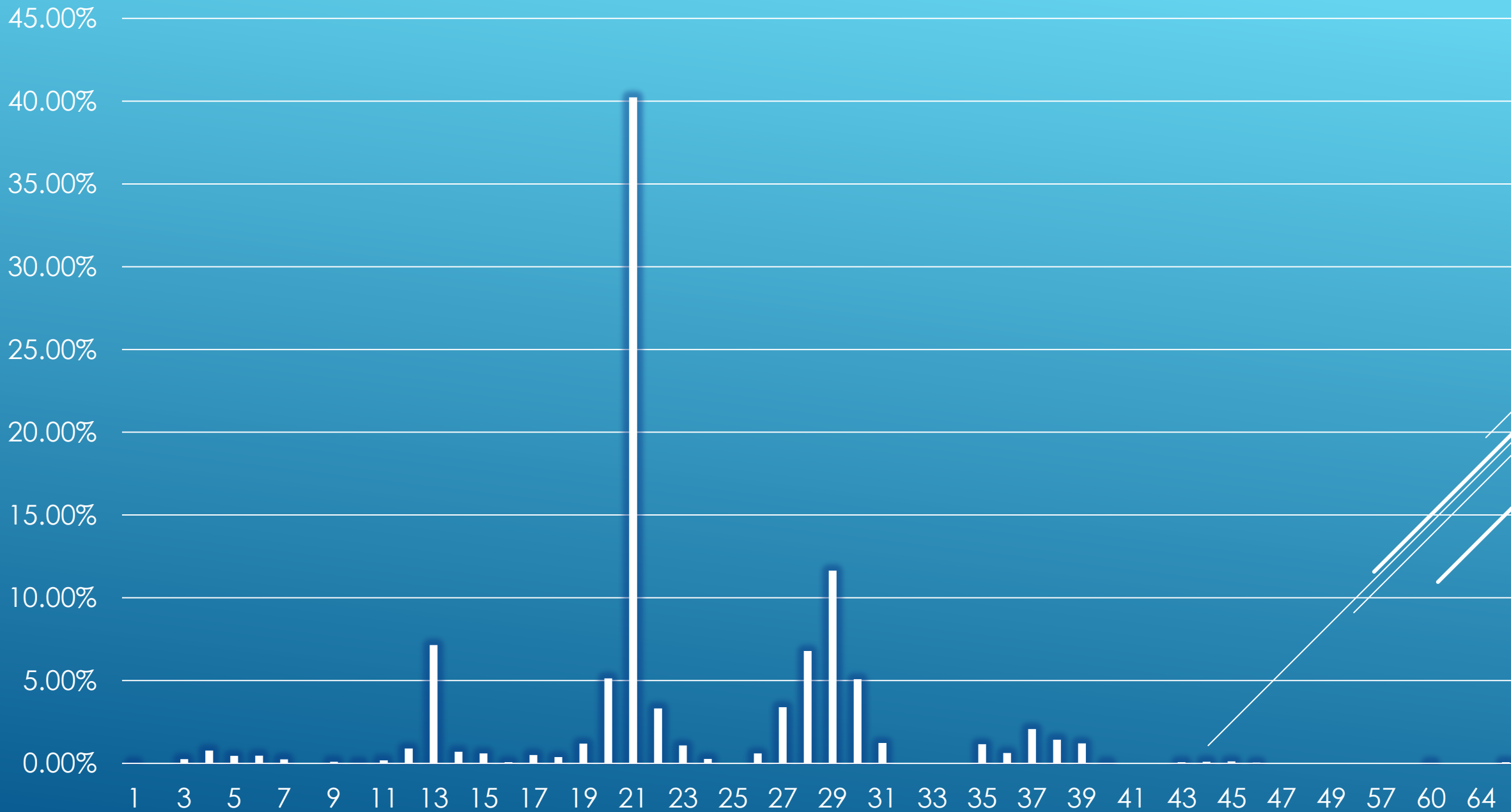


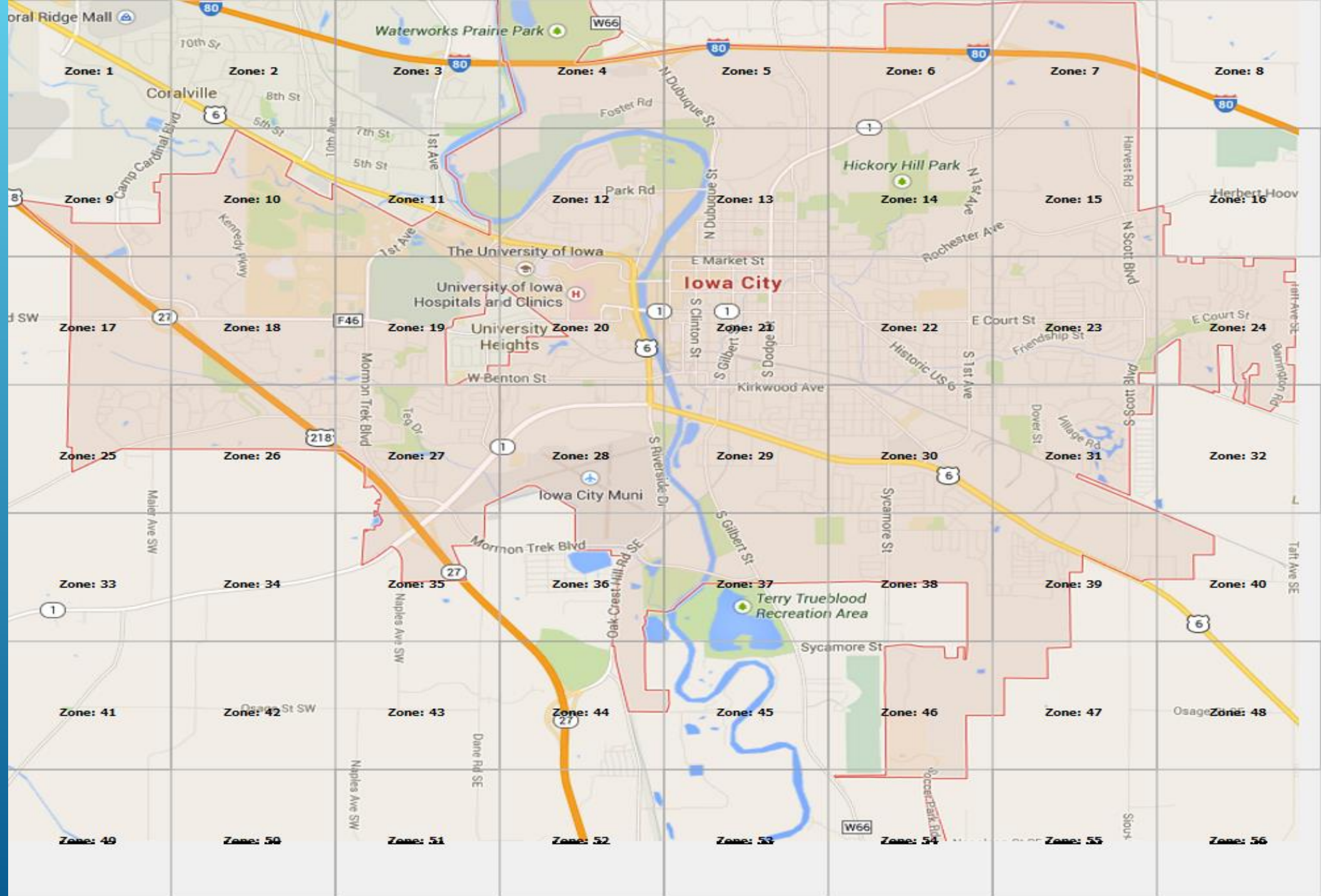


THE NUMBER OF STOPS BY ZONE

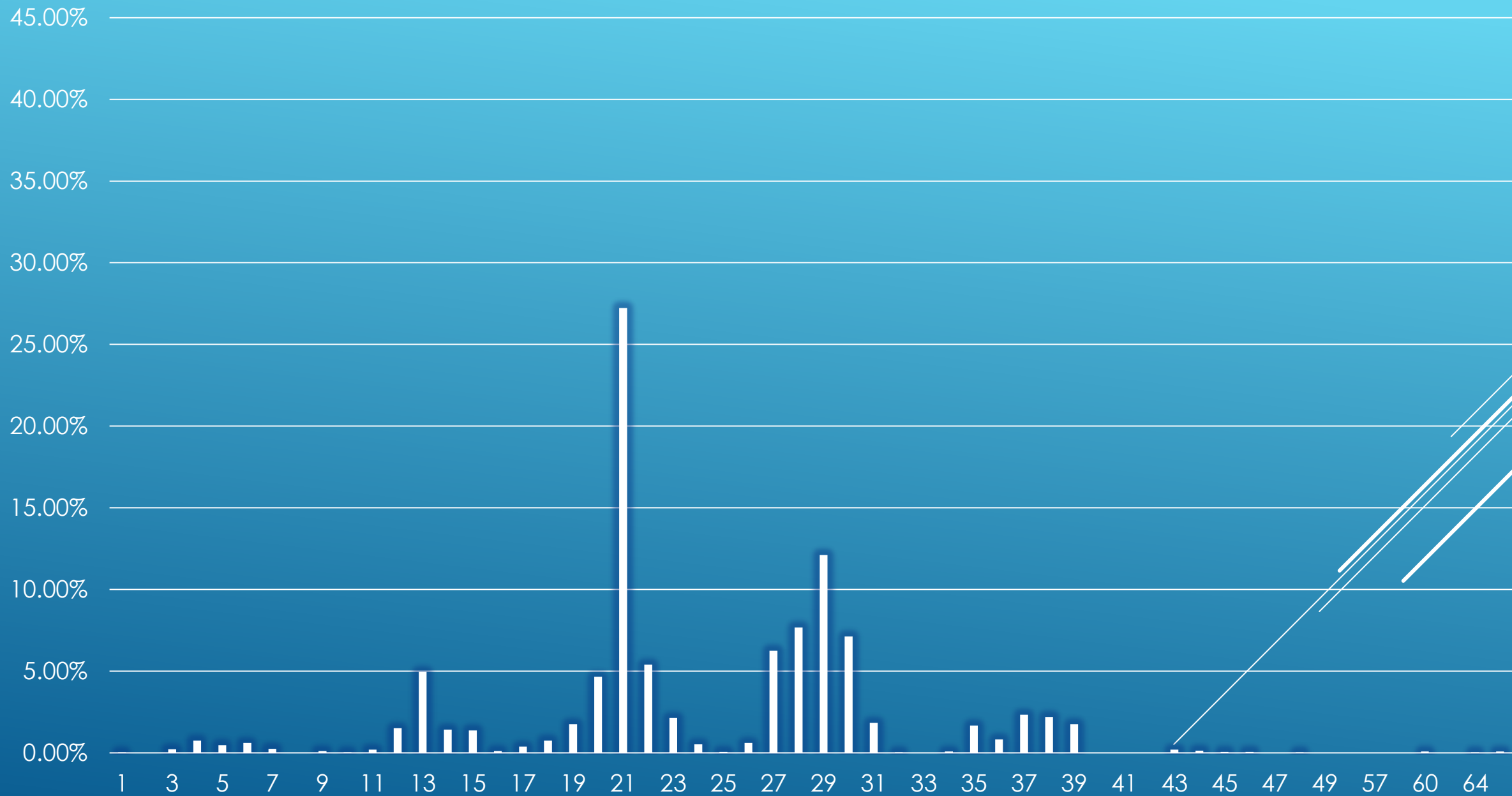


Percents For Department N =12850

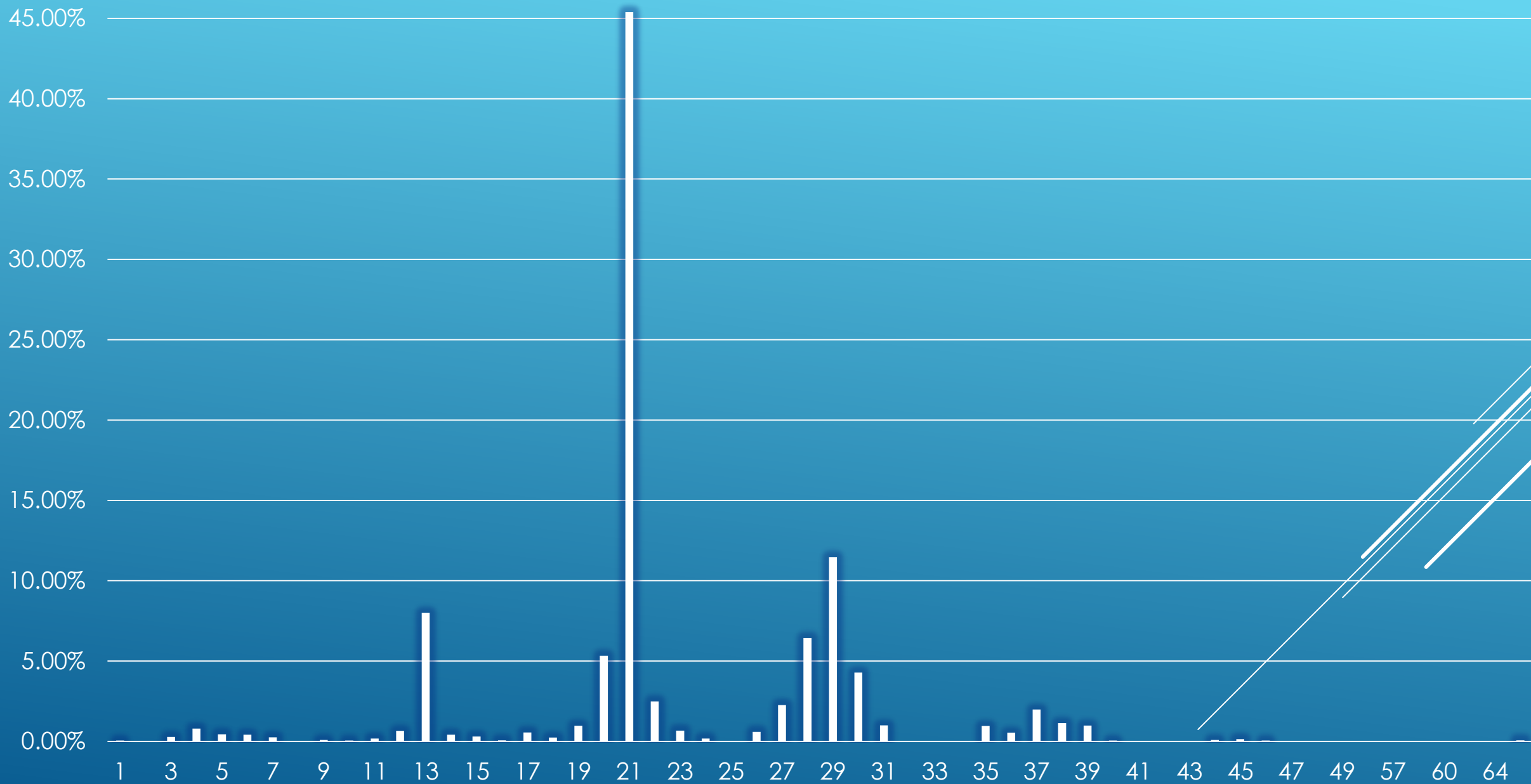




Percents Days N = 3650



Percents Nights N = 9200



TRAFFIC OBSERVATIONS

An abstract graphic consisting of several thin, white, parallel lines that originate from the bottom right corner and extend diagonally towards the top right corner. The lines are set against a background with a blue-to-teal gradient.

- ▶ 2015 traffic observations = 27,032
- ▶ 2007-2012 traffic observations = 28,951
- ▶ Total traffic observations = 55,983

TRAFFIC OBSERVATIONS 2007-2015

- ▶ Zone 21 traffic observations = 11,880
- ▶ Zone 29 traffic observations = 8,114
- ▶ Other zones traffic observations = 7,038
 - ▶ Spread over zones 27, 28, 30 and 38
 - ▶ Observations made from 9/01/15 through 2/28/16

2015 OBSERVATIONS—WE FOCUSED ON
ZONES WHERE MOST STOPS WERE MADE

- ▶ Previous traffic stop observations and 2010 Census Bureau data suggest that about 10% of the drivers on the roads in most areas of Iowa City are minority drivers—both days and nights.
- ▶ 2015 traffic observations are mostly consistent with this finding, except for the following areas.

OBSERVATION RESULTS

- ▶ Percentage white $\approx 89.00\%$
- ▶ Percentage African-American $\approx 04.00\%$
- ▶ Percentage Hispanic/other $\approx 03.00\%$
- ▶ Percentage Asian $\approx 04.00\%$

- ▶ Percentage minority (total) $\approx 07.00\%$

ZONE 21 DAYS (DOWNTOWN AREA)

- ▶ Percentage white $\approx 74.00\%$
- ▶ Percentage African-American $\approx 16.00\%$
- ▶ Percentage Hispanic/other $\approx 02.00\%$
- ▶ Percentage Asian $\approx 08.00\%$

- ▶ Percentage minority (total) $\approx 18.00\%$

ZONE 21 NIGHTS (DOWNTOWN AREA)

- ▶ Percentage white $\approx 73.00\%$
- ▶ Percentage African-American $\approx 23.00\%$
- ▶ Percentage Hispanic/other $\approx 02.00\%$
- ▶ Percentage Asian $\approx 02.00\%$

- ▶ Percentage minority (total) $\approx 25.00\%$

ZONE 29 DAYS (BROADWAY AREA)

- ▶ Percentage white $\approx 68.00\%$
- ▶ Percentage African-American $\approx 31.00\%$
- ▶ Percentage Hispanic/other $\approx 01.00\%$
- ▶ Percentage Asian $< 01.00\%$

- ▶ Percentage minority (total) $\approx 32.00\%$

ZONE 29 NIGHTS (BROADWAY AREA)

- ▶ Percentage white $\approx 78.00\%$
- ▶ Percentage African-American $\approx 15.00\%$
- ▶ Percentage Hispanic/other $\approx 02.00\%$
- ▶ Percentage Asian $< 05.00\%$

- ▶ Percentage minority (total) $\approx 17.00\%$

ZONE 30 DAYS & NIGHTS

- ▶ Percentage white $\approx 86.00\%$
- ▶ Percentage African-American $\approx 13.00\%$
- ▶ Percentage Hispanic/other $< 01.00\%$
- ▶ Percentage Asian $< 01.00\%$

- ▶ Percentage minority (total) $\approx 14.00\%$

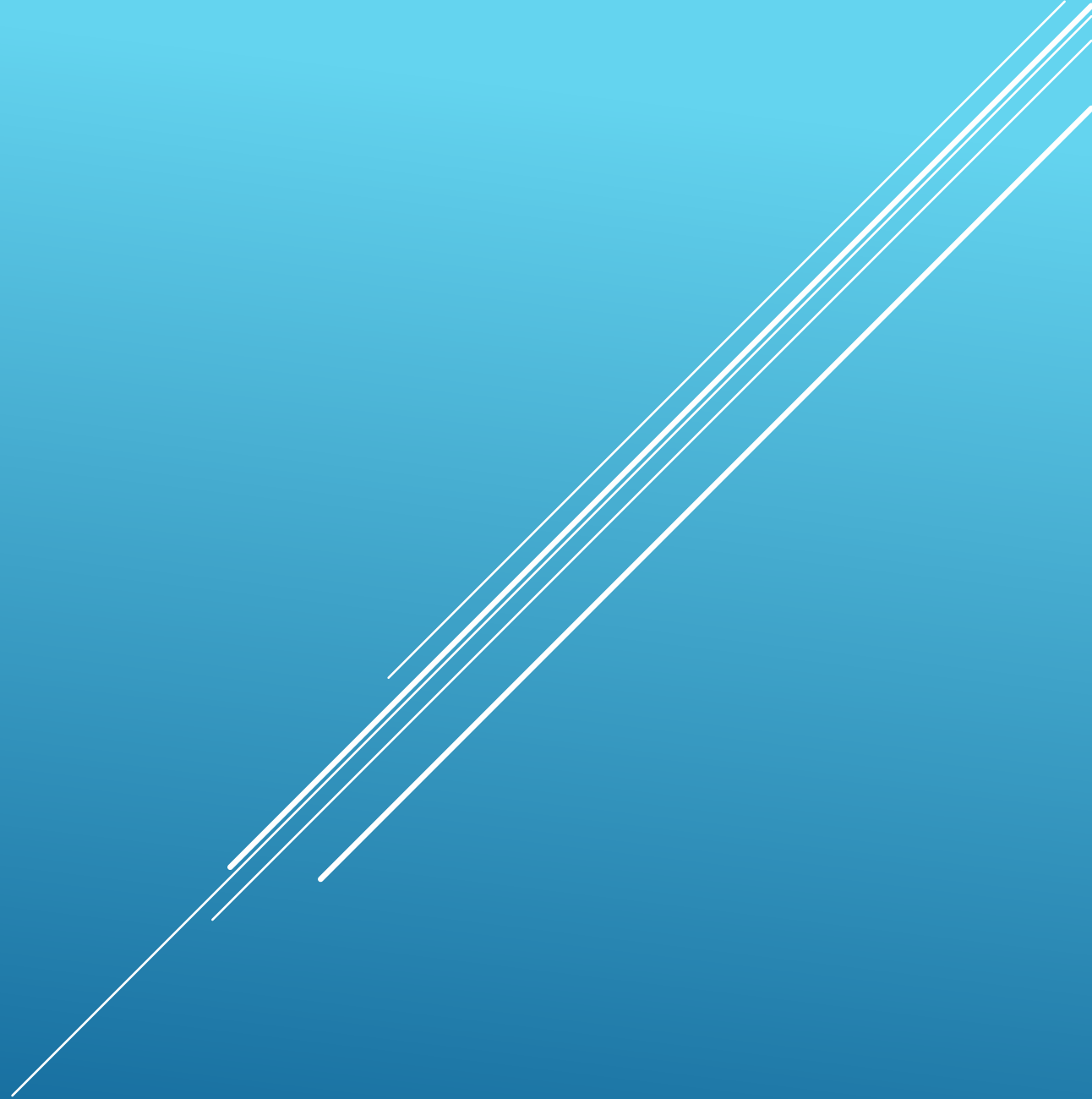
ZONE 28 DAYS & NIGHTS

- ▶ Please keep in mind that roadside observations are simply a sample of the drivers on the roads. As such, the values indicated in the results should be treated as estimates with a fairly generous confidence interval

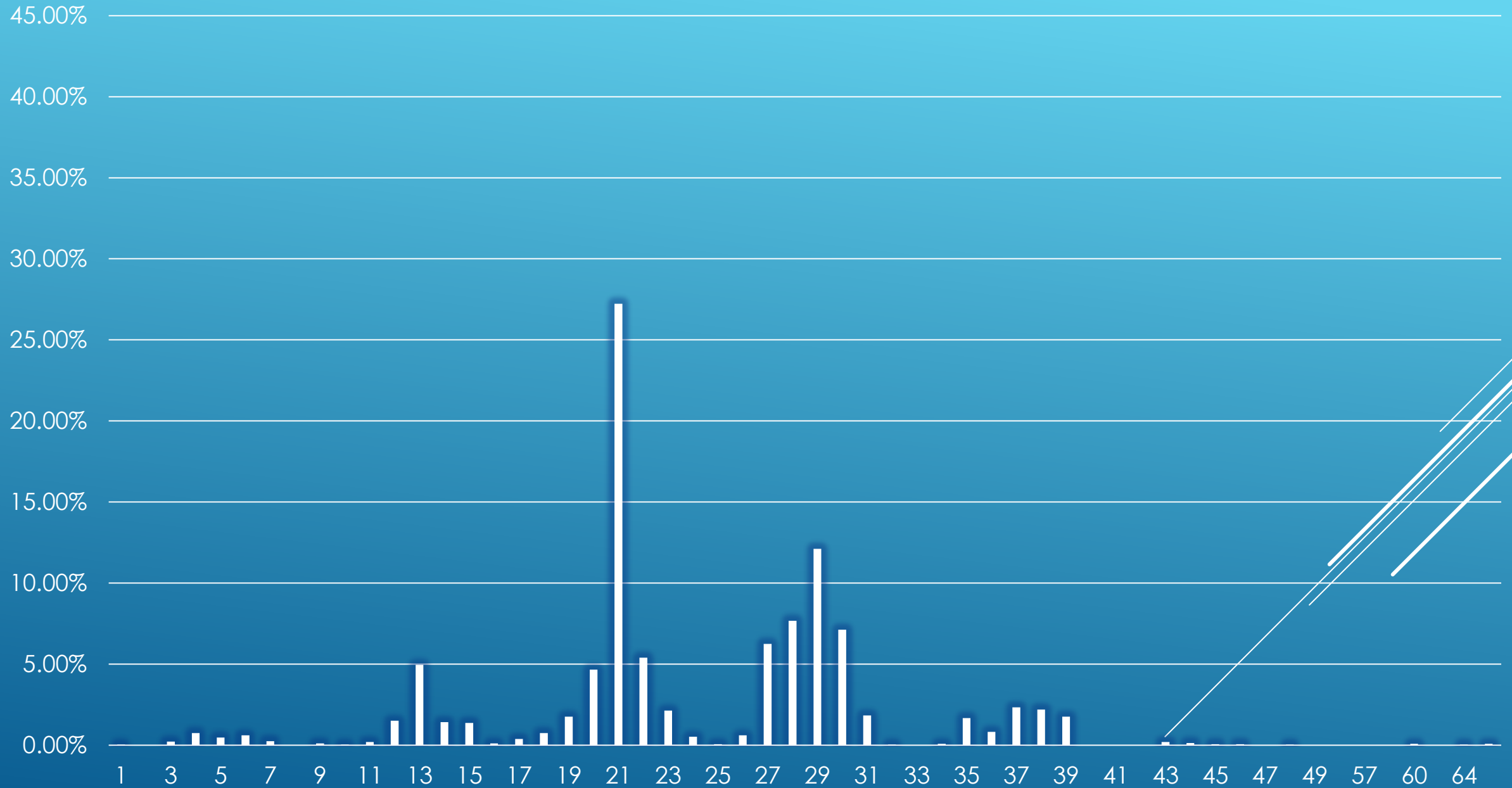


A WORD ABOUT THE BENCHMARKS

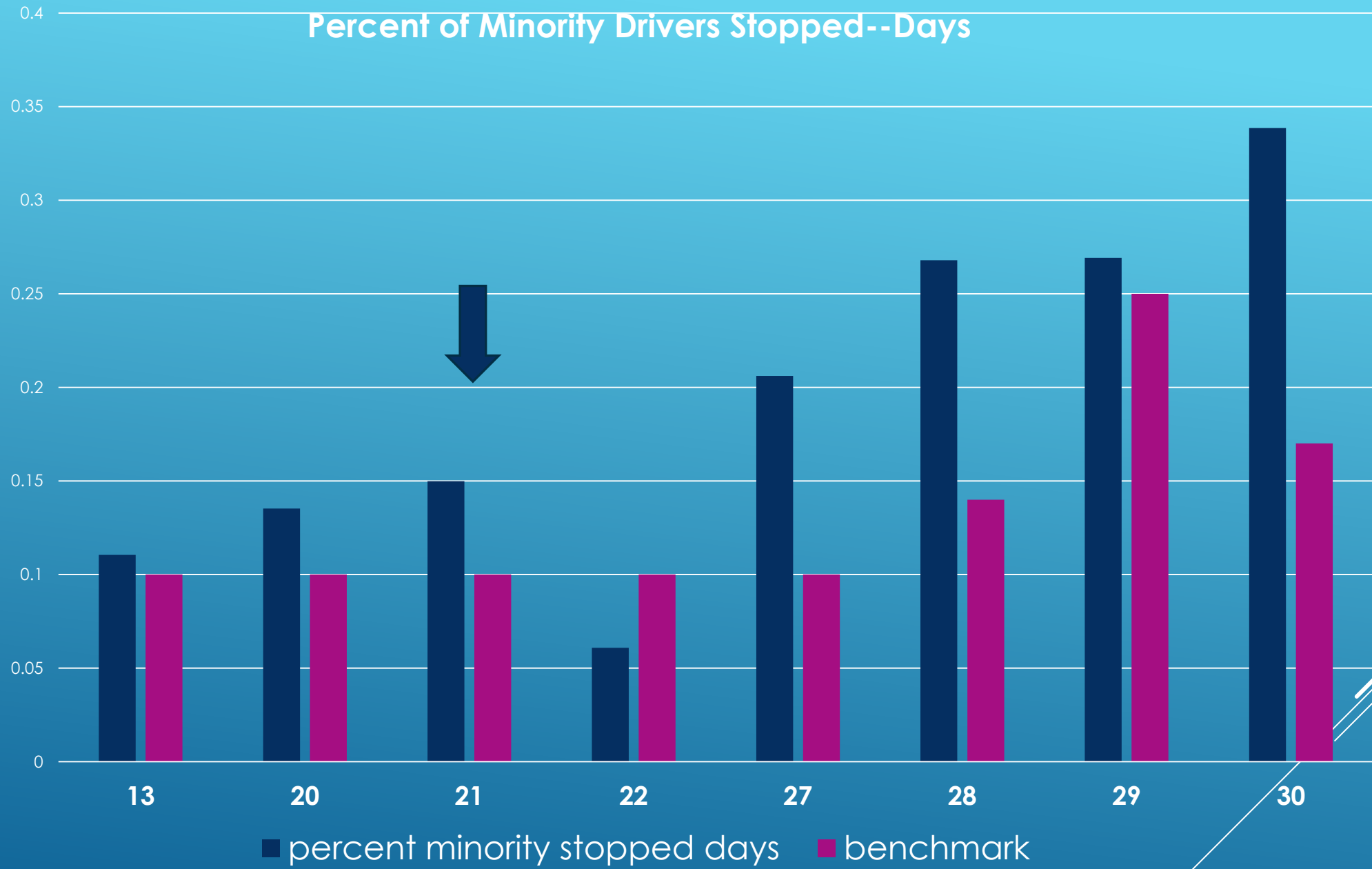
DAYS



Percents Days N = 3650



Percent of Minority Drivers Stopped--Days



- ▶ The highest degrees of disproportionality is concentrated in areas where the *fewest* stops were made
- ▶ A disparity index shows that the average degree of disproportionality across all areas of town was approximately five percentage points higher than the corresponding benchmark values.
- ▶ The index gives a ballpark estimate of disproportionality.

AVERAGE DISPARITY ACROSS ZONES

Zone 27 Days

Zone 27 Days

race	Freq.	Percent	Cum.
Asian/Pacific Islander	16	7.02	7.02
Black/African American	39	17.11	24.12
Caucasian	164	71.93	96.05
Latino/Hispanic	3	1.32	97.37
Other	5	2.19	99.56
Unk	1	0.44	100.00
Total	228	100.00	

Zone 28 Days

Zone 28 days

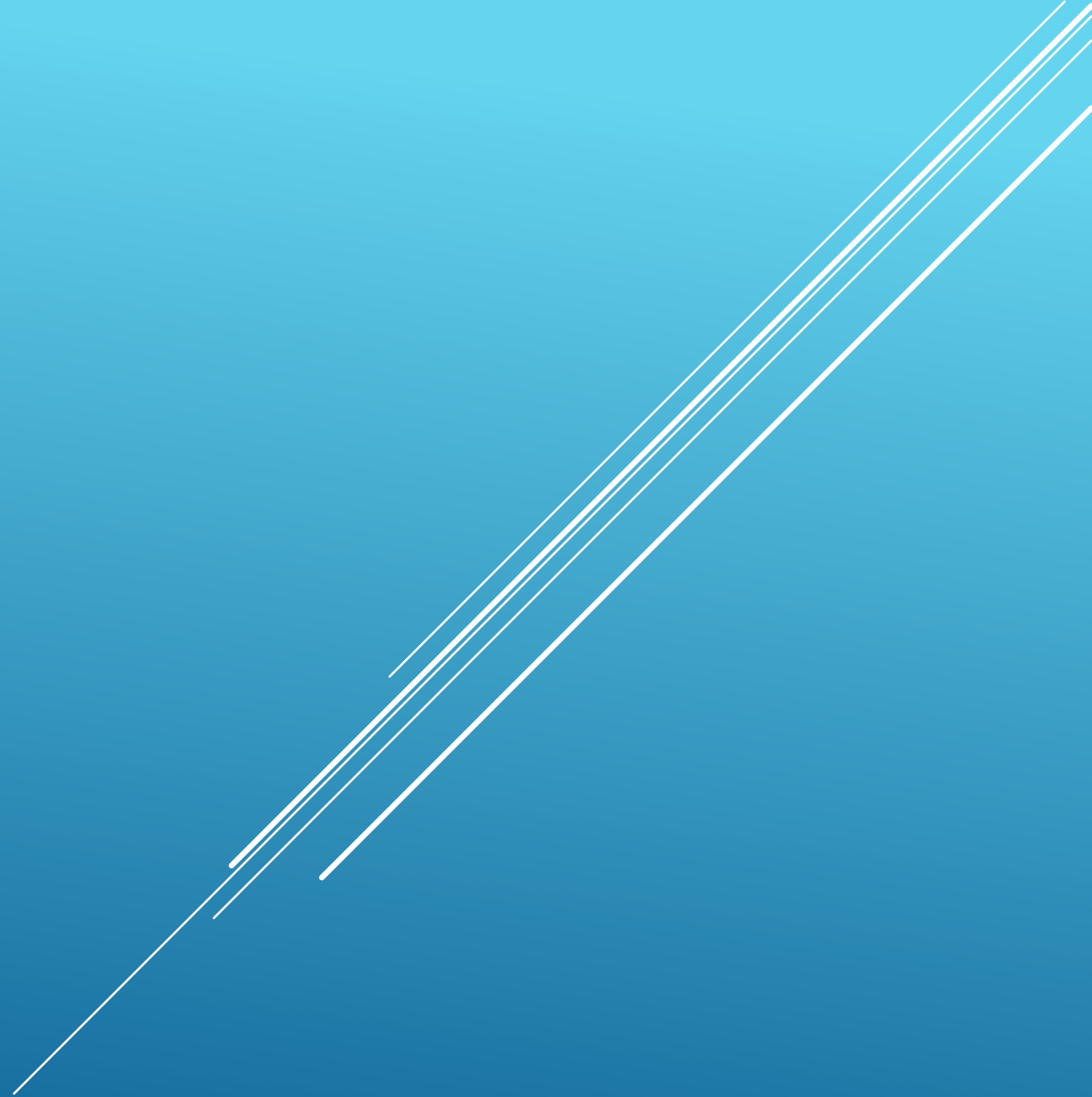
race	Freq.	Percent	Cum.
Asian/Pacific Islander	12	4.29	4.29
Black/African American	60	21.43	25.71
Caucasian	189	67.50	93.21
Latino/Hispanic	10	3.57	96.79
Other	5	1.79	98.57
Unk	4	1.43	100.00
Total	280	100.00	

Zone 30 Days

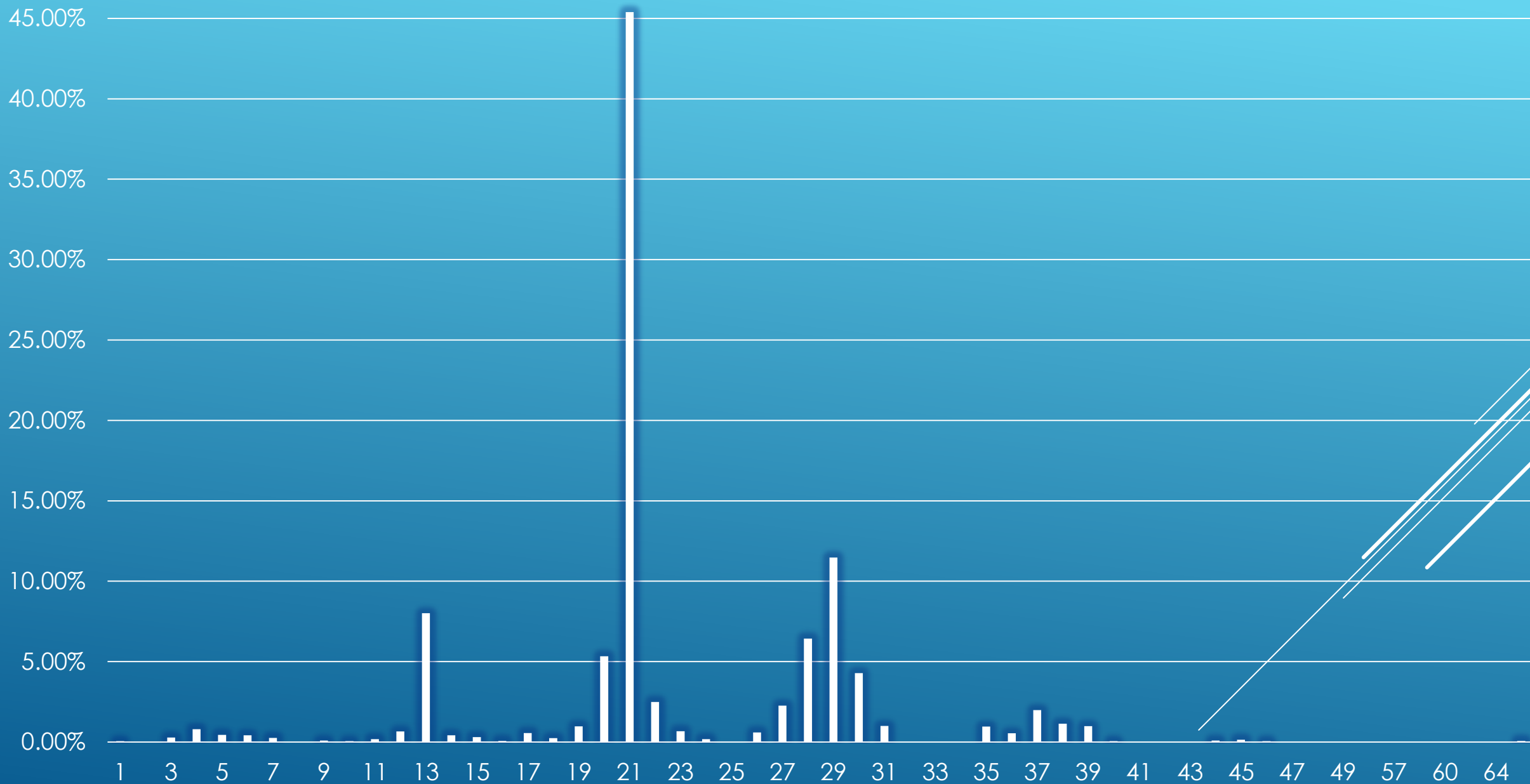
Zone 30 Days

race	Freq.	Percent	Cum.
Asian/Pacific Islander	7	2.69	2.69
Black/African American	66	25.38	28.08
Caucasian	164	63.08	91.15
Latino/Hispanic	17	6.54	97.69
Native American/Indian	2	0.77	98.46
Other	3	1.15	99.62
Unk	1	0.38	100.00
Total	260	100.00	

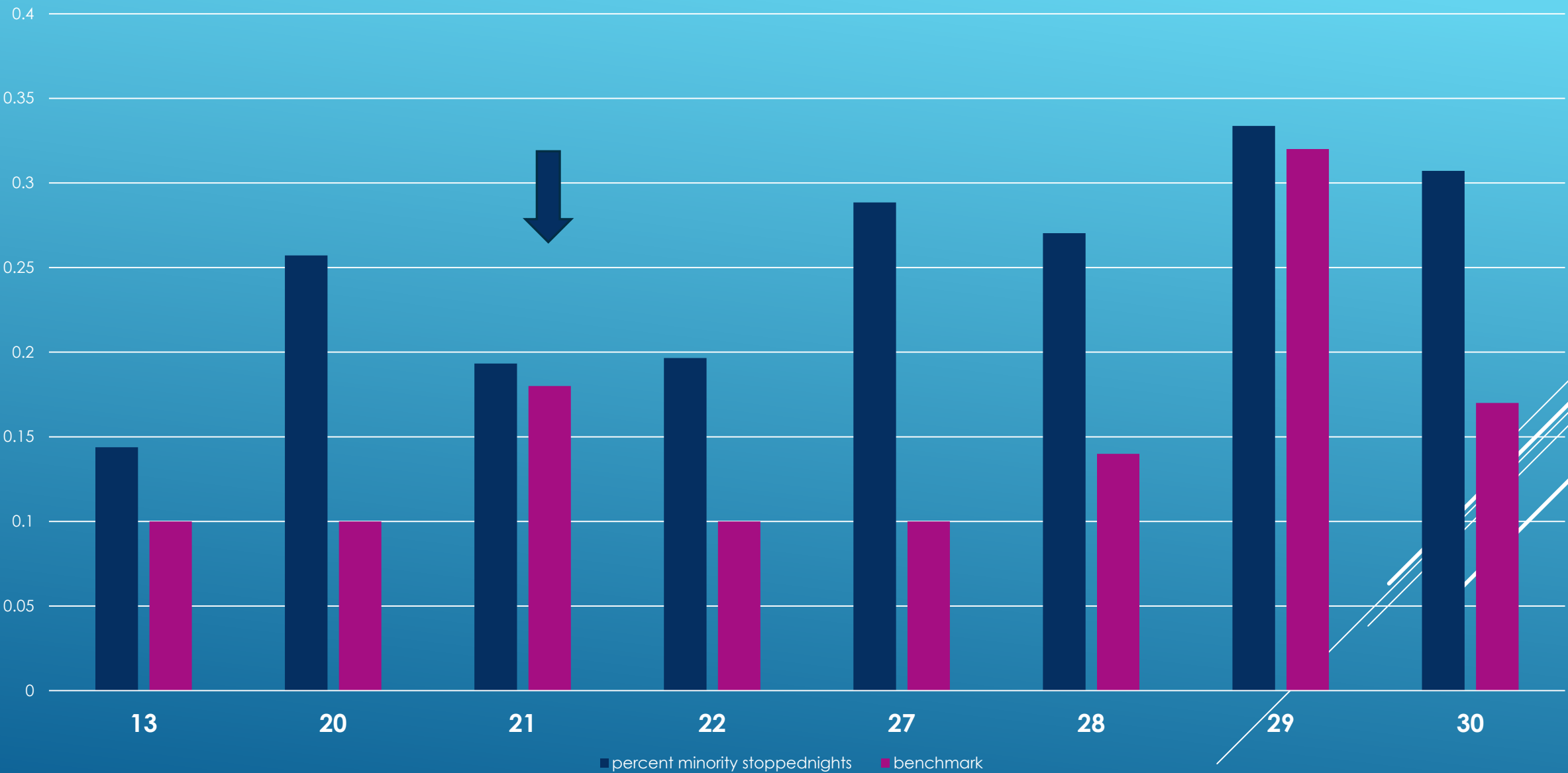
NIGHTS



Percents Nights N = 9200



Percent of Minority Drivers Stopped -- Nights



- ▶ The highest degrees of disproportionality is concentrated in areas where the *fewest* stops were made
- ▶ A disparity index shows that the average degree of disproportionality across all areas of town was approximately five percentage points higher than the corresponding benchmark values.
- ▶ The index gives a ballpark estimate of disproportionality.

AVERAGE DISPARITY ACROSS ZONES

Zone 20 Nights

Zone 20 Nights

race	Freq.	Percent	Cum.
Asian/Pacific Islander	56	11.43	11.43
Black/African American	90	18.37	29.80
Caucasian	302	61.63	91.43
Latino/Hispanic	28	5.71	97.14
Other	8	1.63	98.78
Unk	6	1.22	100.00
Total	490	100.00	

Zone 27 Nights

Zone 27 Nights

race	Freq.	Percent	Cum.
Asian/Pacific Islander	14	6.73	6.73
Black/African American	46	22.12	28.85
Caucasian	129	62.02	90.87
Latino/Hispanic	3	1.44	92.31
Native American/Indian	1	0.48	92.79
Other	10	4.81	97.60
Unk	5	2.40	100.00
Total	208	100.00	

Zone 28 Nights

Zone 28 Nights

race	Freq.	Percent	Cum.
Asian/Pacific Islander	61	10.30	10.30
Black/African American	105	17.74	28.04
Caucasian	360	60.81	88.85
Latino/Hispanic	36	6.08	94.93
Other	19	3.21	98.14
Unk	11	1.86	100.00
Total	592	100.00	

Zone 30 Nights

Zone 30 Nights

race	Freq.	Percent	Cum.
Asian/Pacific Islander	20	5.08	5.08
Black/African American	92	23.35	28.43
Caucasian	250	63.45	91.88
Latino/Hispanic	26	6.60	98.48
Native American/Indian	1	0.25	98.73
Other	2	0.51	99.24
Unk	3	0.76	100.00
Total	394	100.00	

OFFICER LEVEL ANALYSIS

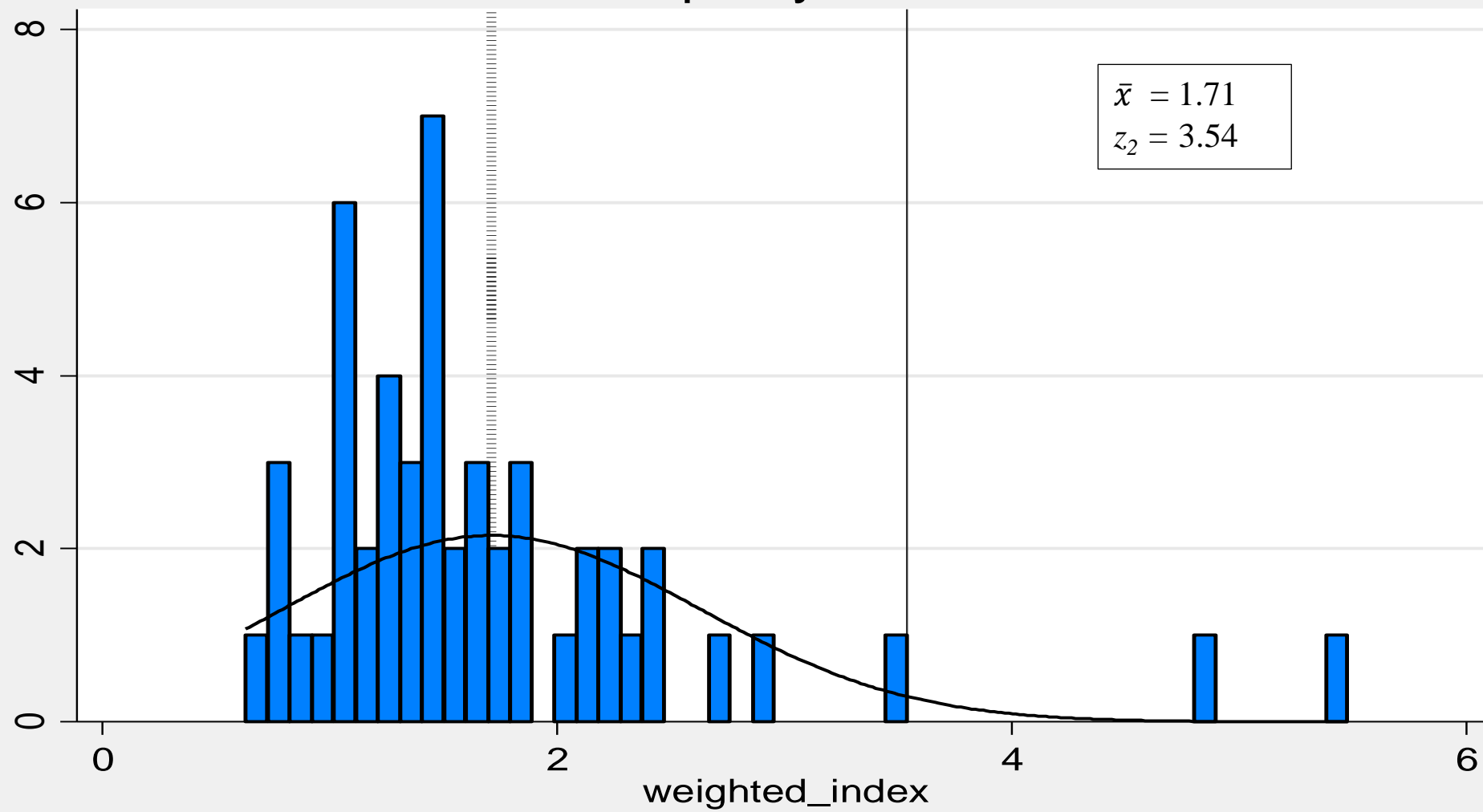
A series of several thin, white, parallel diagonal lines extending from the bottom right towards the top right of the slide, adding a modern, geometric design element.

$(\% \text{ Minority} / \text{Min. Benchmark}) \div (\% \text{ W\&A} / \text{W\&A Benchmark})$

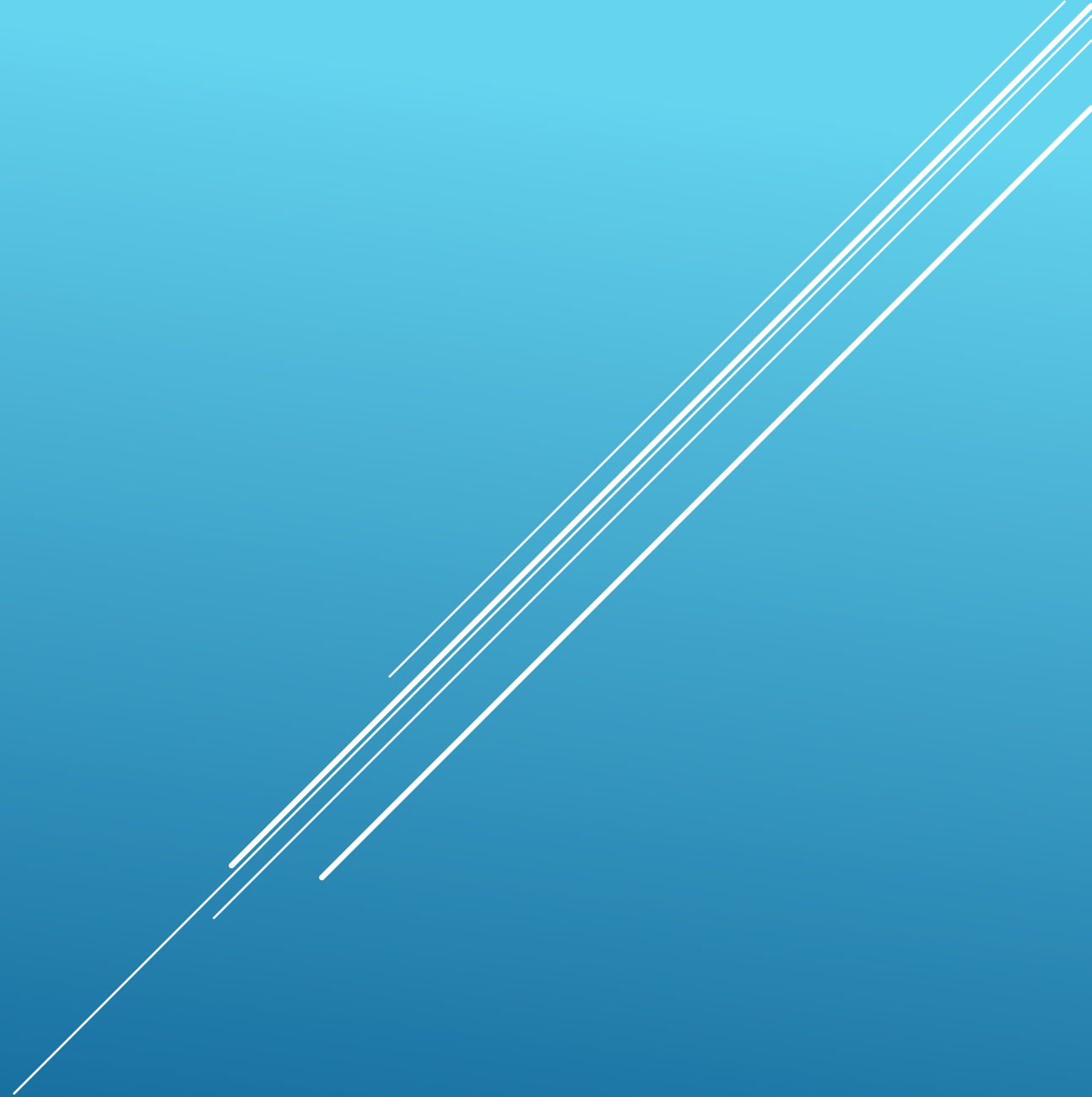
DISPARITY INDEX

Several white lines of varying lengths and slopes are positioned in the bottom right corner of the slide, creating a modern, abstract graphic element.

Disparity Index



OUTCOMES



- ▶ Compares the values of two ratios
- ▶ $(\text{Minority-yes}/\text{Minority-no}) \div (\text{White-yes}/\text{White-no})$
- ▶ Values > 1 suggest disproportionality

ODDS-RATIOS

OR = 0.73

	no	yes	Total
minority	545	2,340	2,885
white	1,437	8,400	9,837
Total	1,982	10,740	12,722

WARNINGS

OR = 1.28

	no	yes	Total
minority	2,371	514	2,885
white	8,420	1,417	9,837
Total	10,791	1,931	12,722

CITATIONS

OR = 1.97

	no	yes	Total
minority	2,612	273	2,885
white	9,342	495	9,837
Total	11,954	768	12,722

ARRESTS

OR = 1.99

	no	yes	Total
minority	2,688	197	2,885
white	9,488	349	9,837
Total	12,176	546	12,722

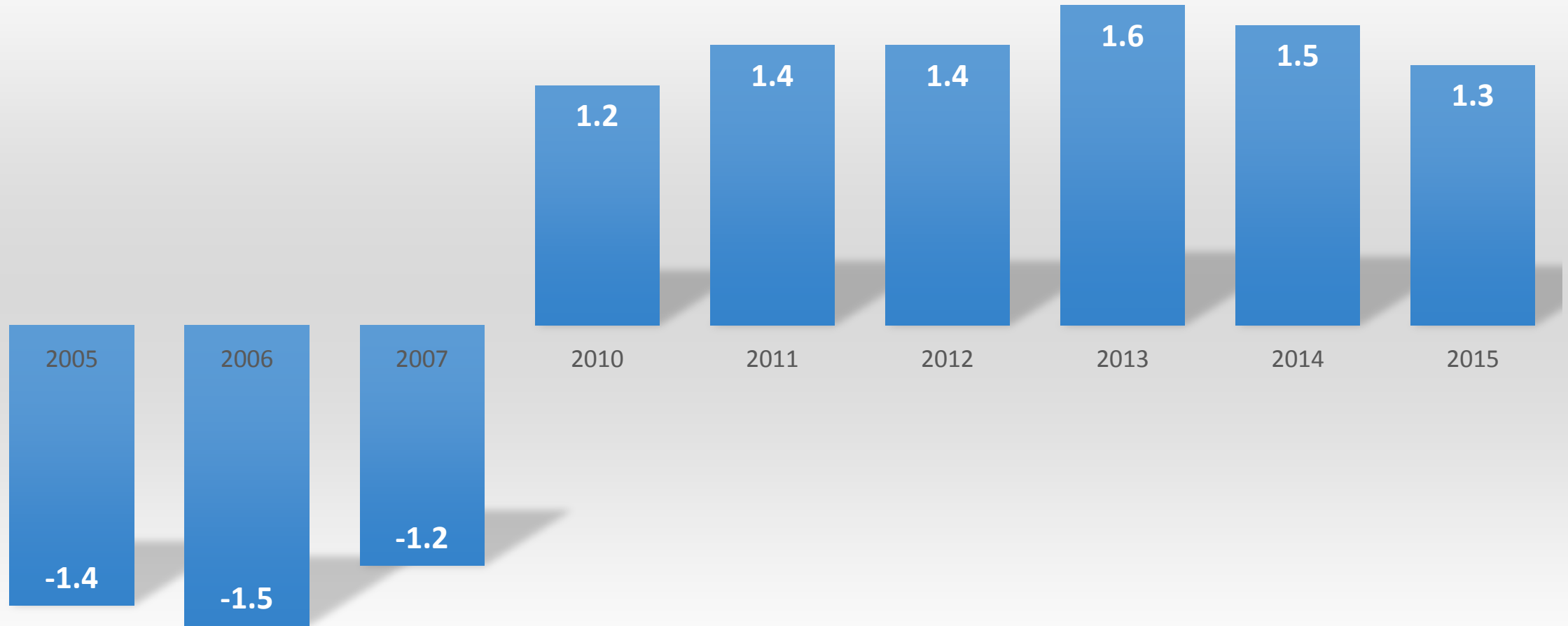
SEARCH REQUESTS

OR = 1.05

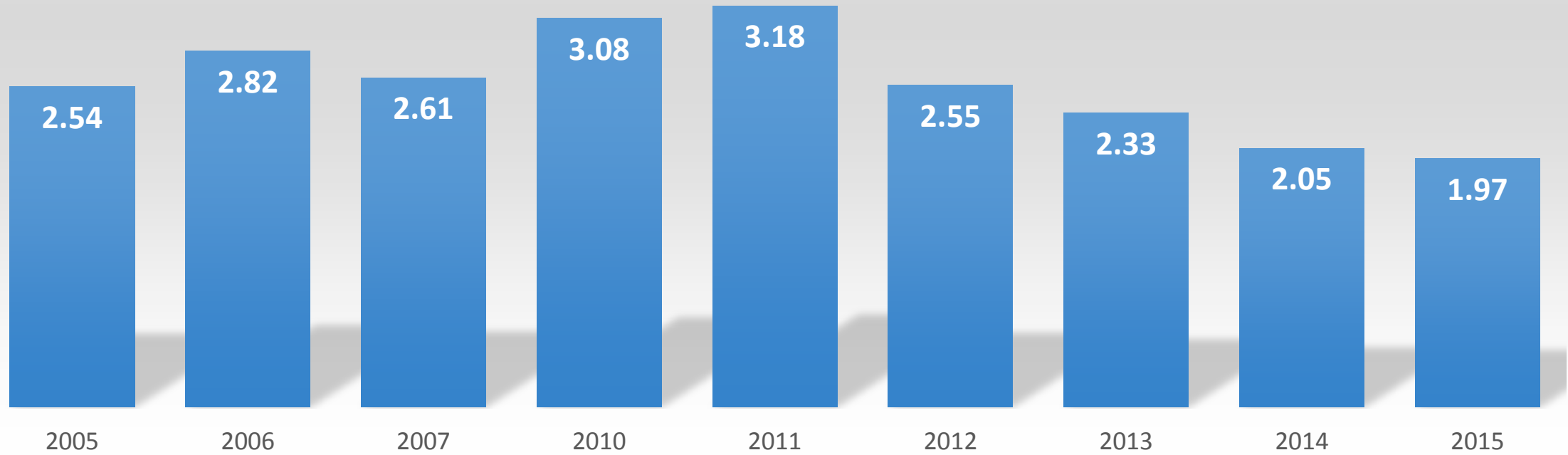
	no	yes	Total
minority	142	55	197
white	255	94	349
Total	397	149	546

HITS

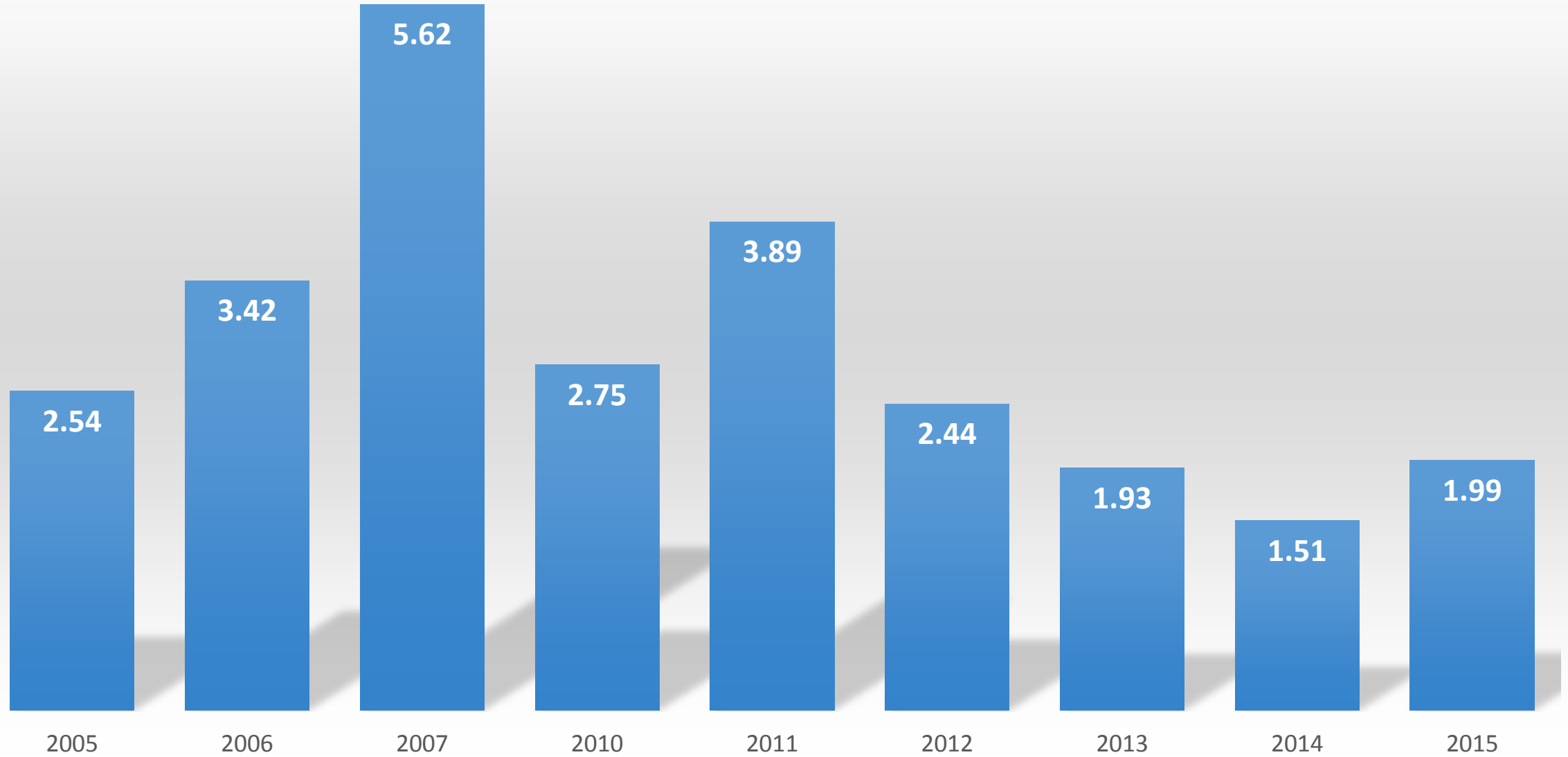
citations



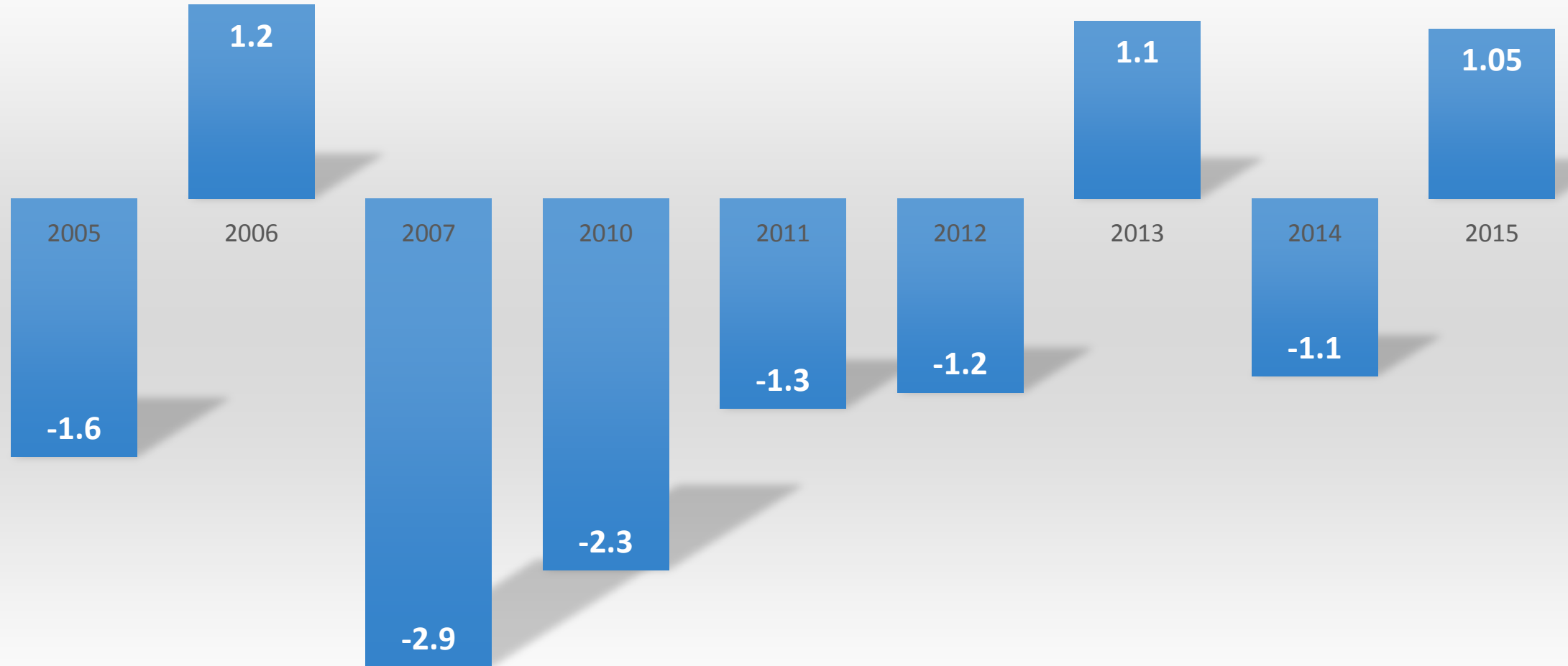
arrests



search requests



hit rates



- Results suggest a degree of racial disproportionality in traffic stops conducted by the ICPD. A ballpark estimate of the level of disproportionality indicates that minority drivers were stopped on average about five percentage points higher than the observation benchmark values.
- Comparatively little traffic stop disproportionality was found in areas of town where the lion's share of traffic stops were made. Most disproportionality occurred in areas where stops were less frequent.
- Individual officer analyses show that two officers' disparity index values were considerably higher than other officers' values.

SUMMARY

- Disproportionality in most stop outcomes decreased in recent years. The single exception was citations, where disproportionality increased. It should be noted however, that odds-ratio values for citations were comparatively modest.
- In recent years, officers were about twice as likely to arrest a minority driver as others during a stop
- In recent years, officers were about twice as likely to request a voluntary search from a minority driver as from other drivers. This occurred even though seizures or hit rates resulting from voluntary searches were about the same for minority and non-minority drivers.
- ▶ Overall, results suggest that the levels of disproportionality in stops and outcomes is trending lower.

SUMMARY