



institute on race & poverty

Research, Education and Advocacy

## Report on Traffic Stop Data

Collected by the Saint Paul Police Department

April 15 through December 15, 2000

May 23, 2001

415 Law Center

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Minneapolis, MN 55455

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University of Minnesota  
*Law School*

# Saint Paul Traffic Stop Data Analysis

## Introduction

The Institute on Race & Poverty was asked by the Saint Paul Police Department on January 11, 2001 to analyze the traffic stop data collected by the Department from April 15 to December 15, 2000. This analysis has multiple purposes: to attempt to determine whether the Department engages in racial profiling, and if so, what the dimensions of the problem are; and to formulate suggestions for improvements to the Department's data collection program that will allow for more comprehensive analysis of future data.

The Department has adopted the definition of racial profiling found in the U.S. Department of Justice *Resource Guide on Racial Profiling Data Collection Systems*:

racial profiling is defined as any police-initiated action that relies on the race, ethnicity or national origin rather than the behavior of an individual or information that leads the police to a particular individual who has been identified as being, or having been engaged in criminal activity. [P]olice may not use racial or ethnic stereotypes as factors in selecting whom to stop and/or search, [however] police may use race or ethnicity to determine whether a person matches a specific description of a particular suspect. <sup>1</sup>

The focus of the inquiry here is on racial profiling in traffic stops, both in the decision to initiate stops, and in subsequent decisions to search drivers and/or their vehicles.

## Scope and Limitations of the Data

We analyzed data from 41,249 traffic stops conducted between April 15 and December 15, 2000.<sup>2</sup> For approximately the first five months of this eight-month data collection period, the Selective Enforcement Unit of the Department's Traffic and Accident Division<sup>3</sup> recorded data on its stops in writing. Sometime in September, Traffic and Accident Division officers began recording data through the computer-aided dispatch (CAD) system used by other officers. Of the 41,249 stops for which we have data, 9,233

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<sup>1</sup> DEBORAH RAMIREZ, JACK MCDEVITT & AMY FARRELL, A RESOURCE GUIDE ON RACIAL PROFILING DATA COLLECTION SYSTEMS: PROMISING PRACTICES AND LESSONS LEARNED, published by the U.S. Department of Justice, November 2000.

<sup>2</sup> In addition to the 41,249 stops for which we have usable data, another 1,241 stops were made during this period, but the records for those stops contain omissions and/or mistakes that render the data from those stops unusable. In calculating stop rates by race for comparison with census information, we excluded the 1,241 erroneous records.

<sup>3</sup> The Selective Enforcement Unit of the Traffic and Accident Division deploys traffic cars in areas experiencing a high frequency of serious accidents, and focuses its enforcement efforts on hazardous traffic violations that contribute to such accidents.

are stops for which data was recorded by hand by Traffic and Accident Division officers between April 15 and September 2000. The remaining 32,016 are stops for which data was recorded using the CAD system, including Traffic and Accident Division stops from September through December 15.

For each of the 41,249 stops we have the following information: the gender and race/ethnicity of the driver, whether the officer conducted a pat down search of the driver's person, whether the officer conducted a search of the vehicle, and whether the driver was issued a tag (ticket). For the 32,016 CAD-recorded stops we also have the following information: the date of the stop, and the location of the stop by street address or street intersection.

We compared the stop data to United States Census data on the adult residential population of St. Paul for the year 2000. The adult residential population of the city is not the ideal benchmark to which to compare traffic stop data. There are several reasons for this: St. Paul's driving population includes drivers who live outside the city; not every adult who lives in St. Paul drives, and driving frequency varies among those who do drive; resident drivers drive outside their neighborhoods of residence; and various parts of the city, such as major thoroughfares and the downtown business district, have various levels of non-residential drivers. Although not ideal, we assume for purposes of this report that comparisons of traffic stop demographics to adult residential population demographics will provide useful information about the interactions between St. Paul police officers and the city's driving population.

The only census data currently available from the 2000 census is for the general population and for the population aged eighteen and over. When more comprehensive data from the 2000 census becomes available, particularly data broken down into more specific age categories, and data for automobile ownership rates, a more precise comparison of stop data to estimated driving population data will be possible. Ultimately, however, the only way to get a perfect comparison of stop data to driving population would be to do a specific empirical study of the driving population of the city of St. Paul.

The available data for the period from April 15 to December 15 2000 is limited in several ways. Elements of potentially useful data that were not recorded for these stops include the reason for the stop, the age of the driver, and the results of the search if a search was conducted.

One important caveat to the analysis is that the data does not include traffic stops that resulted in arrest. When a traffic stop results in an arrest, the Department reclassifies the incident as something other than a traffic stop, and removes the record from the traffic stop records. We do not know how many of these records there were in the eight-month period from April 15 to December 15, nor do we have any information about the racial breakdown of these incidents. The analysis that follows, therefore, covers only those traffic stops in which the driver was either tagged (ticketed), or released with neither a tag nor an arrest.

## **Summary of Report Contents**

- Comparison of citywide traffic stop data to citywide residential population data.
- Comparison of stop rates and population rates by census tracts within the city.
- Calculation of expected stop rates for each census tract by taking the total number of traffic stops in the tract and dividing it proportionally to the racial demographics of the adult residential population of the tract. Comparison of actual stops in each tract to the expected stops for that tract.
- Comparison of stop rates to rates of 911 calls for service.
- Comparison of stop rates to traffic accident rates.
- Analysis of citywide ticketing rates of stopped drivers.
- Analysis of search rates of stopped drivers.
- Comparison of stops conducted by the Traffic and Accident Division from April to September to other stops for that time period.
- Analysis of HEAT zones.
- Discussion of issues raised by the data.
- Recommendations for improving the data collection system.

## Summary of Conclusions

- African American drivers were stopped in disproportionately high numbers compared to their proportion of the city's adult population. This pattern occurred throughout the city, in 80 of 82 census tracts.
- Hispanic drivers were also stopped at a rate slightly higher than their proportion of the city's adult population during the period of data collection<sup>4</sup>.
- White and Native American drivers were stopped at rates lower than their representation in the adult population.
- For Asian drivers, the difference between overall stop rate and adult population rate was not statistically significant.
- Most stops of black drivers occur in neighborhoods with above average concentrations of both traffic stops and black residents, but the greatest disproportionality between population rates and stop rates for black drivers is found in predominantly white neighborhoods with small overall numbers of traffic stops.
- After being stopped, African American, Hispanic and Native American drivers are subjected to both pat down searches of their persons and searches of their vehicles at rates higher than the search rates for white and Asian drivers.
- Traffic stops initiated by officers of the Selective Enforcement Unit of the Traffic and Accident Division of the Department, while still disproportionately high for black drivers, present lower levels of disproportionality than do other stops. The rates of pat down and vehicle searches in these stops are considerably lower than in other stops, but retain the disparities between search rates for white drivers and drivers of color.

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<sup>4</sup> The comparison of stop data to population data for Hispanics is complicated by the fact that the Department used Hispanic as a racial category, while the U.S. Census designates Hispanic as an ethnicity that crosses racial boundaries. In order to compare the stop data to census data, we assumed that a police officer would record Hispanics whose race was African American, Asian or Native Americans using those racial categories. Therefore, the census data we used to determine the Hispanic residential population of St. Paul was the data for people who designated their ethnicity as Hispanic and their race as either white or other.

## Comparison of Citywide Stops to 2000 City Population

According to the U.S. Census for the year 2000, the population of the city of Saint Paul is 65.58% non-Hispanic white, 13.28% Asian, 12.25% black, 7.29% Hispanic, and 1.6% Native American.<sup>5</sup>

The 2000 census data available at this time contains only one age breakdown, between persons under age eighteen, and those aged eighteen and over<sup>6</sup>. The population aged eighteen and over does not correspond perfectly with the driving age population, but it is a closer match to the driving age population than is the total population. So, for purposes of comparison to the traffic stop data, we use the census figures for the population aged eighteen and over. That population in Saint Paul is 73.18% non-Hispanic white, 10.22% black, 8.99% Asian, 6.27% Hispanic, and 1.35% Native American.

**TABLE 1: Racial Demographics of St. Paul General Population and Adult Population**

Race	Total count	Percent of city population	Count over age eighteen	Percent of over-eighteen population
Non-Hispanic White	186, 583	65.58%	152,542	73.18%
Black	34,861	12.25%	21,302	10.22%
Asian	37,784	13.28%	18,731	8.99%
Hispanic	20,756	7.29%	13,076	6.27%
Native American	4,542	1.60%	2,808	1.35%

As noted above, we analyzed data from 41,249 traffic stops conducted between April 15 and December 15, 2000, including 32,016 CAD-reported stops and 9,233 stops for which data was recorded by hand by officers of the Traffic and Accident Division.

Because the racial demographics of the 9,233 Traffic and Accident Division stops differ significantly from the other 32,016 stops, we have done separate comparisons between

<sup>5</sup> In order to facilitate comparison of the census data to the Saint Paul stop data, we are using the five race/ethnicity categories used by the St. Paul Police Department in recording the race/ethnicity of drivers stopped: white, black, Hispanic, Asian, and Native American. We therefore include the separate census category of Native Hawaiian/Pacific Islander in the Asian category. The census designates Hispanic as an ethnicity that crosses racial lines. For the purpose of comparing census data to the stop data, we count those who identified themselves as black and Hispanic, Asian and Hispanic, and Native American and Hispanic in the black, Asian and Native American categories, respectively. We include in the Hispanic category those who identified themselves as Hispanic and designated their race as either white or "other."

People who designated more than one race on the census form are counted using Deterministic Equal Fraction Assignment, according to which multiple responses are assigned in equal fractions to each race designated. Thus, for example, a person who designates the races white and black is counted as .5 of a white person and .5 of a black person.

<sup>6</sup> Census data was downloaded from the U.S. Census web site, using American Fact Finder.

the residential population and three groupings of stops: the 9,233 Traffic and Accident Division stops, the 32,016 CAD-recorded stops, and all 41,249 stops.

Looking at all 41,249 stops for the eight-month period, 57.67% of the drivers stopped were white, 26.25% were black, 8.87% Asian, 6.71% Hispanic, and 0.50% Native American. As **TABLE 2** shows, whites, Asians and Native Americans were stopped at rates lower than their representation in the over-eighteen population, Hispanics at a rate slightly higher than their proportion of the population,<sup>7</sup> and blacks at a rate substantially higher than their representation in the population.

**TABLE 2: Comparison of Adult Population to Stop Rates, by Race**

<b>Race</b>	<b>Percent of over-eighteen population</b>	<b>Percent of total stops</b>	<b>Two-Tailed Significance of difference<sup>8</sup></b>
White	73.18%	57.67%	P < .0002
Black	10.22%	26.25%	P < .0002
Asian	8.99%	8.87%	P = .421*
Hispanic	6.27%	6.71%	P = .0003
Native American	1.35%	0.50%	P < .0002

\*Not a significant difference.

For all races other than Native American, the racial demographics of the 9,233 stops done by the Traffic and Accident Division, which consist primarily of stops resulting from radar checkpoints, differ substantially from the total numbers. In this group of stops, 74.78% of the drivers were white, 15.60% black, 5.79% Asian, 3.55% Hispanic, and .28% Native American. As **TABLE 3** shows, the racial disparities in stops of blacks and whites are less pronounced in the Traffic and Accident Division stops than in the total stops. Whites were stopped by the Traffic and Accident Division at a rate roughly equivalent to their representation in the population. Blacks were stopped at a rate higher than their share of the population, but lower than their rate in the total stops. Asians and Hispanics were stopped at rates lower than their share of the population, and lower than in the total stops.

<sup>7</sup> We used the two-tailed binomial probabilities test to determine that the difference between the 6.27% Hispanic population rate and the 6.71% Hispanic stop rate is statistically significant. Without controlling for other factors, there is only a .03% probability that the difference between the Hispanic population rate and the Hispanic stop rate occurred by chance.

<sup>8</sup> Tested Binomial Approximation of the Normal distribution to determine significance of differences between stops of all types and populations.

**TABLE 3: Comparison of Adult Population to Traffic & Accident Division Stop Rates**

<b>Race</b>	<b>Percent of over-eighteen population</b>	<b>Percent of Traffic &amp; Accident Division stops</b>	<b>Two-Tailed Significance of difference</b>
White	73.18%	74.78%	P = .0006
Black	10.22%	15.60%	P < .0002
Asian	8.99%	5.79%	P < .0002
Hispanic	6.27%	3.55%	P < .0002
Native American	1.35%	0.28%	P < .0002

Finally, when the 9,233 Traffic and Accident Division stops are subtracted from the total, the remaining 32,016 stops have greater disparities in the stops of blacks and whites than do the total stops. In this group of stops, whites were stopped at a rate that is barely more than two thirds of their proportion of the population, and blacks were stopped at a rate almost three times their representation in the population. Hispanics and Asians were also stopped at rates slightly higher than their population rates in this group of stops.<sup>9</sup>

**TABLE 4: Comparison of Adult Population to Stops Excluding Traffic & Accident Division Stops**

<b>Race</b>	<b>Percent of over-eighteen population</b>	<b>Percent of stops excluding 9,233 Traffic &amp; Accident Division stops</b>	<b>Two-Tailed Significance of difference</b>
White	73.18%	52.74%	P < .0002
Black	10.22%	29.32%	P < .0002
Asian	8.99%	9.76%	P < .0002
Hispanic	6.27%	7.62%	P < .0002
Native American	1.35%	0.56%	P < .0002

### **1990 Automobile Ownership Rates by Household**

As noted above, the best benchmark for comparison of traffic stop demographics would be an empirical study of the driving population throughout the city of St. Paul. Another possible way to arrive at an estimated driving population is to look at the rates of automobile ownership by race. The Census Bureau has not yet released the household automobile ownership rates for the year 2000, however, so the 1990 census figures are the most recent available. In 1990, just over 90% of the households in St. Paul owning

<sup>9</sup> We used the two-tailed binomial probabilities test to determine that the difference between the 6.27% Hispanic population rate and the 7.62% Hispanic stop rate, and the difference between the 8.99% Asian population rate and the 9.76% Asian stop rate, are statistically significant. There is a less than .02% probability that these differences occurred by chance.

one or more automobiles were white households. Households of all races other than white constituted smaller proportions of the automobile-owning population than of the general population. (See **TABLE 15**)

When the automobile ownership rates from the 2000 census are released, a closer estimate of the driving population will be possible. Until then, it is worth noting that automobile ownership rates are historically higher for whites than for people of other races. Automobile ownership is strongly tied to income level. Because relative income levels among people of different races have remained fairly consistent, we can presume that disparities in rates of automobile ownership persist. This suggests that the disparities between the driving population and the people being stopped may be more pronounced than comparisons to residential populations suggest.

### **Comparison of Stop Rates and Population Rates, by Census Tract**

As noted above, St. Paul's population is 65.58% white, 13.28% Asian, 12.25% African American, 7.29% Hispanic, and 1.6% Native American. The residential population of St. Paul is not evenly distributed by race throughout the city. **Map 1 and Map 2** show the residential distribution of the general population and the adult population of St. Paul, respectively.

As can be seen in **Maps 1 and 2**, St. Paul's African American population is largely concentrated in the central and northern parts of the city, in the neighborhoods of Downtown, Summit University, Thomas-Dale, Midway, North End, and Payne-Phalen. There are also significant African American populations in the southwestern tracts of the Greater Eastside neighborhood, and in the southeastern neighborhood of Highwood.

The Asian population is largely concentrated in the central and northeastern sections of the city, in the neighborhoods of Summit University, Thomas-Dale, North End, Payne-Phalen, Dayton's Bluff, and Greater Eastside.

The Hispanic population is concentrated mainly in the West Side neighborhood, and in the central Thomas-Dale neighborhood and the northern neighborhood of Payne-Phalen.

The Native American population is also concentrated in the central and northern parts of the city, but the total population of Native Americans is so small that there is no significant concentration of Native Americans in any one neighborhood.

Whites make up a majority of the population in most parts of the city, with the only exceptions being the Thomas-Dale and Summit University neighborhoods, and a few tracts in the North End, Payne-Phalen and West Side neighborhoods. Most of the western part of the city is almost exclusively white, including the neighborhoods of Como Park, St. Anthony, Merriam Park, Macalester-Groveland, Highland Park, Summit Hill, and West Seventh.

**Map 3** shows the distribution of traffic stops by race throughout the city.<sup>10</sup> This map shows that the distribution of stops of Asian and Hispanic drivers roughly matches the residential distribution of those populations in the city. In other words, stops of Asian and Hispanic drivers occurred mainly in the neighborhoods in which Asians and Hispanics live, and in roughly the same proportion as their representation in those neighborhoods. In contrast, stops of African American drivers are more evenly distributed throughout the city, and are not as closely correlated with the distribution of the African American residential population.

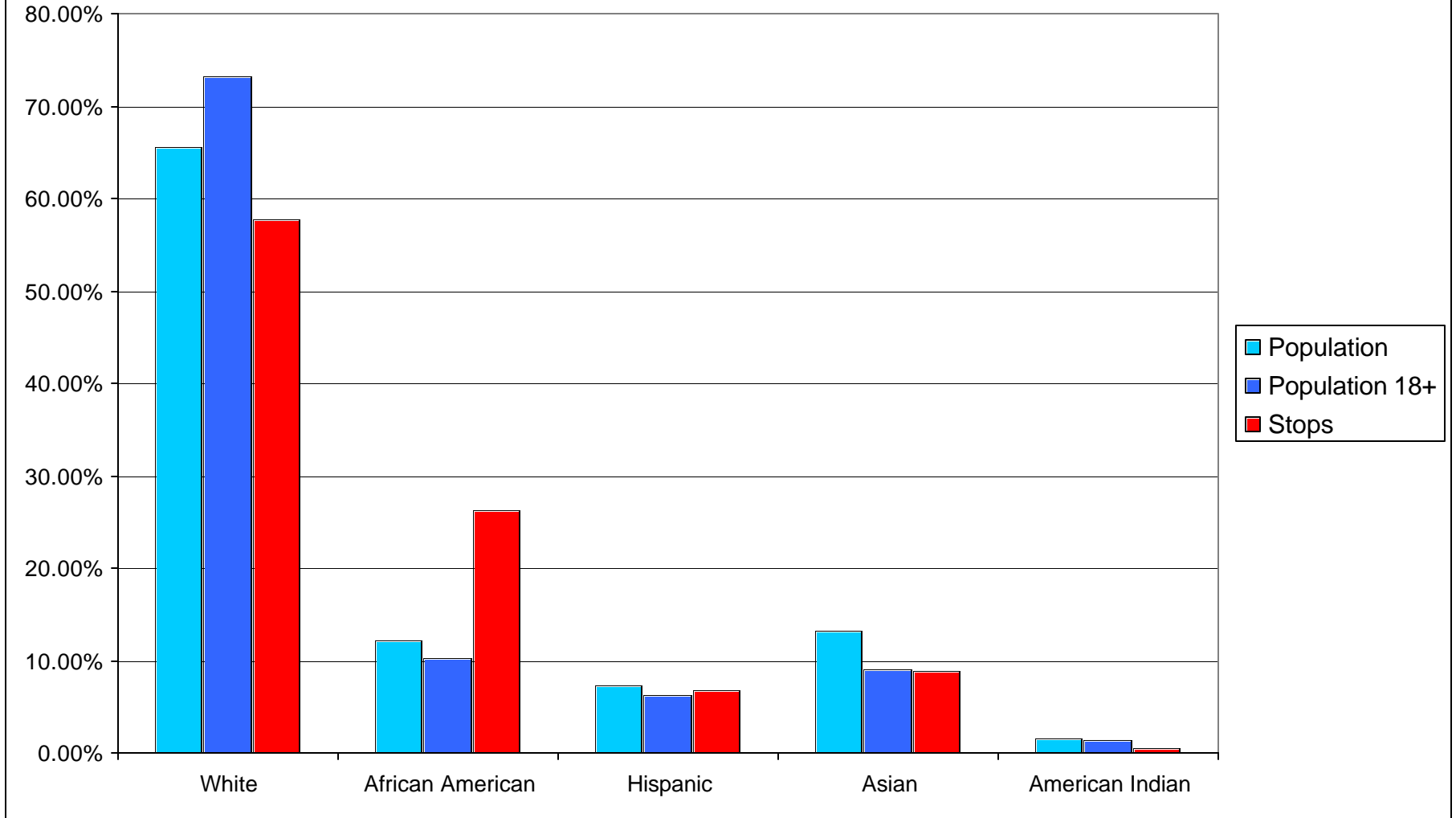
In all but two of the city's 82 census tracts, African Americans are stopped at rates greater than their proportion of the population. The two tracts in which stops of African Americans occurred at rates lower than the African American share of the population are tracts 335 and 336 in the Summit University neighborhood, the two tracts with the highest proportions of African American residents in the city. Over sixty-nine percent of the residents of tract 335 are African American, and 62.41% of the stops in that tract were of African Americans. Sixty-two percent of the residents of tract 336 are African American, and 44.19% of the stops in that tract were of African Americans.

Stops of white drivers are also distributed through the city somewhat more evenly than is the white residential population, but the situation here is the converse of the situation with African American stops. African American stops are more evenly distributed than the African American population because in the areas where their population rates are low, their stop rates are higher than the population rates. White stops, on the other hand, are more evenly distributed than the white population because in areas where the white population predominates, their stop rates are lower than the population rates. Whites were stopped at rates lower than their proportion of the population in 74 of the city's 82 census tracts.

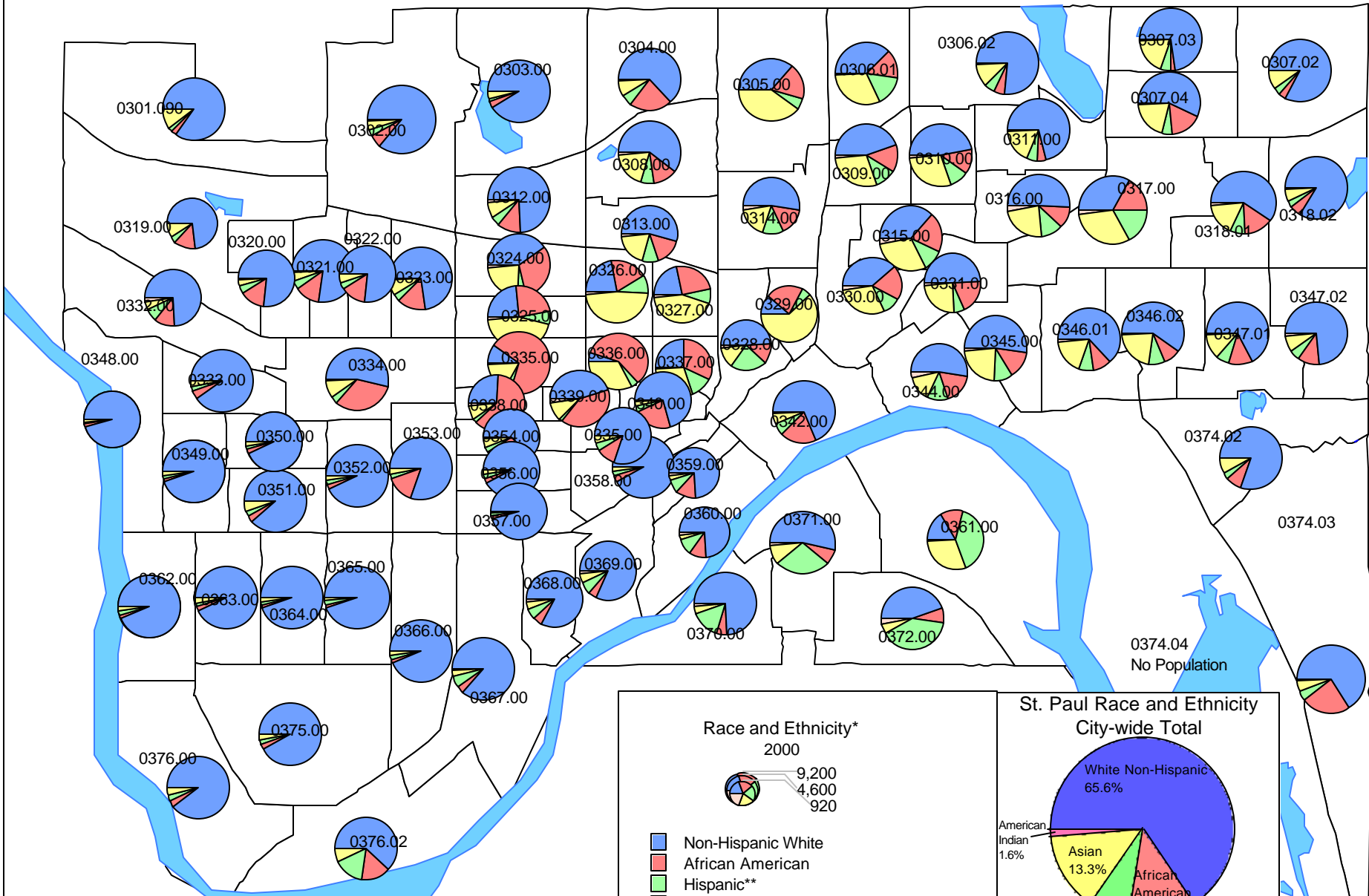
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<sup>10</sup> We do not have information about the location of the 9,233 stops for which data was recorded by hand by officers of the Traffic and Accident Division. All analysis of traffic stops by location concerns only the 32,016 CAD-reported stops.

**Graph 1: Percentage of Population and Stops by Race/  
Ethnicity in 2000 St. Paul**



# Map 1: 2000 St. Paul Racial/Ethnic Population by Census Tracts

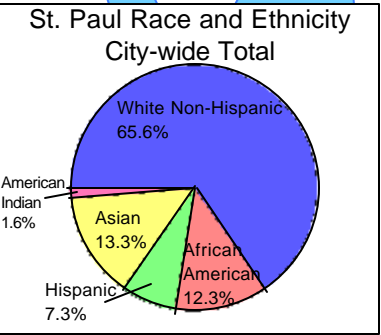


\* Deterministic equal fraction assignment was used to aggregate 11,099 multi-race responses (3.9% of total city population)  
 Does not include 1,630 Non-Hispanic Other Race persons  
 Data: 2000 Census Redistricting Data  
 INSTITUTE ON RACE AND POVERTY

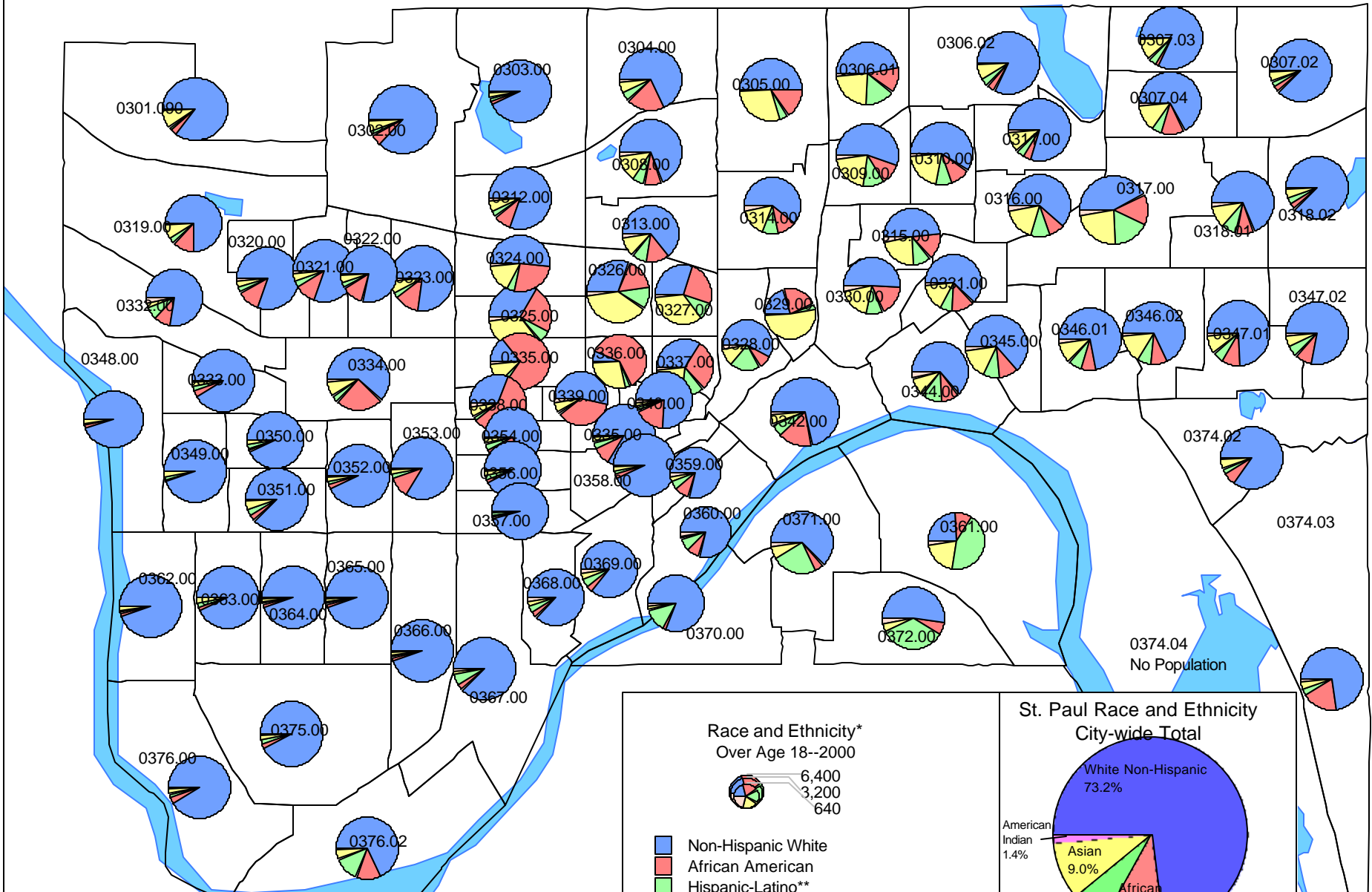
**Race and Ethnicity\***  
 2000

- Non-Hispanic White
- African American
- Hispanic\*\*
- Asian-Pacific Islander-Hawaiian
- American Indian

\*\*Hispanics include Hispanic Whites and Hispanics of Other Race category  
 Graduated Circle Size determined by Log



# Map 2: 2000 St. Paul Adult Racial/Ethnic Population by Census Tracts

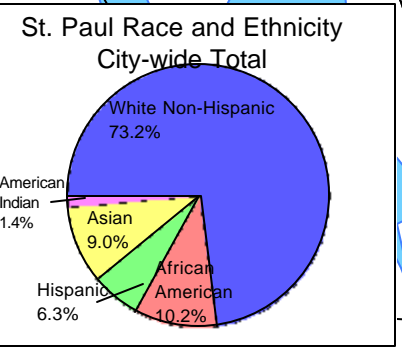


**Race and Ethnicity\***  
Over Age 18--2000

6,400  
3,200  
640

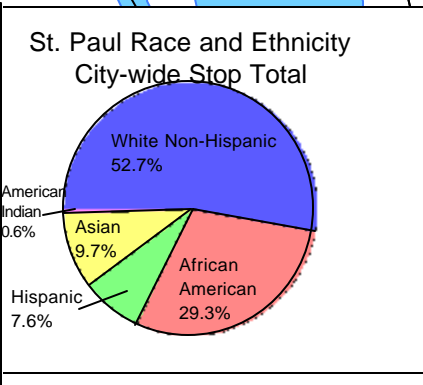
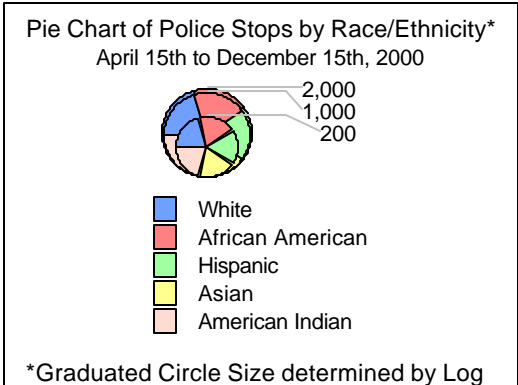
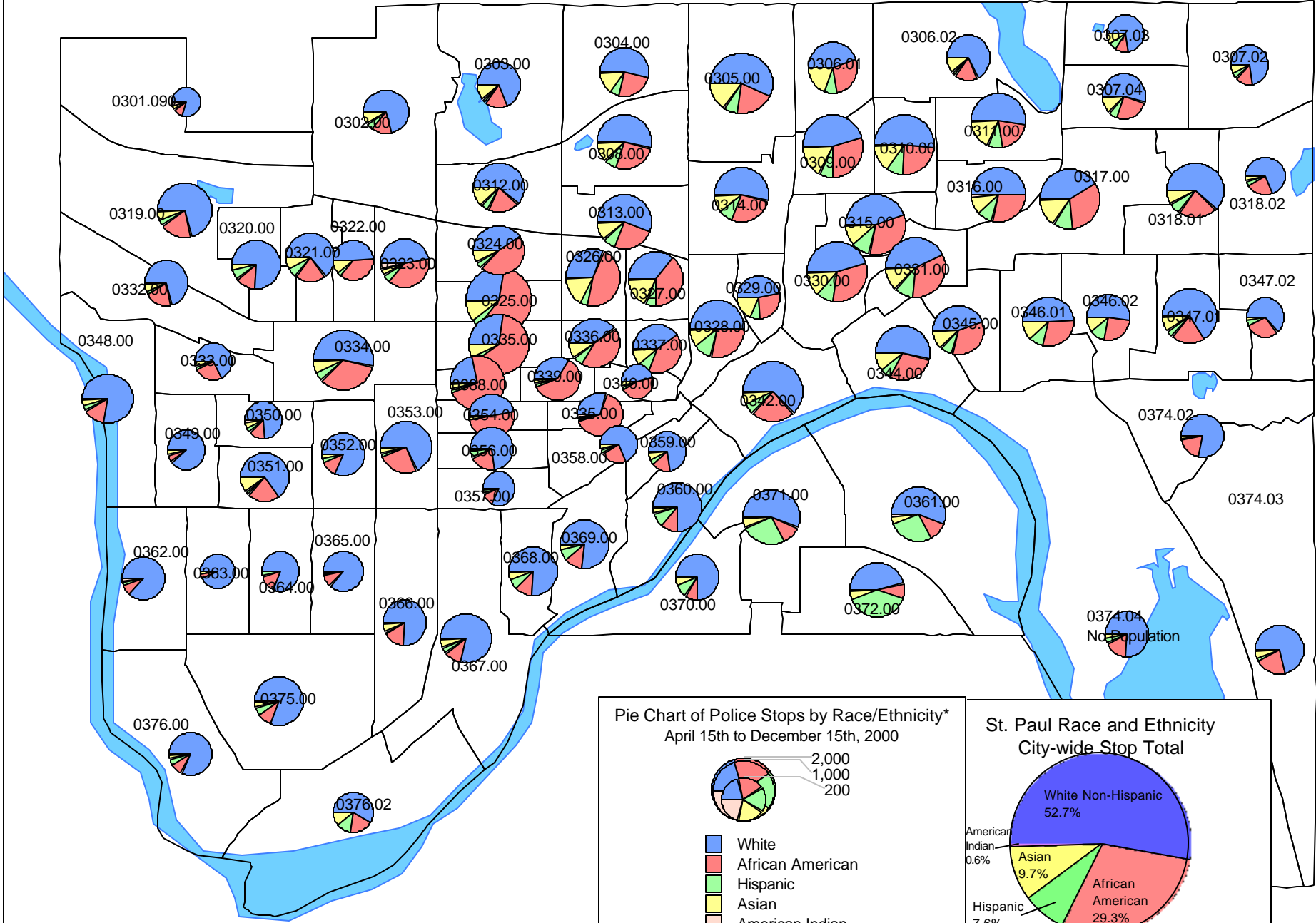
- Non-Hispanic White
- African American
- Hispanic-Latino\*\*
- Asian-Pacific Islander-Hawaiian
- American Indian

\*\*Hispanics include Hispanic Whites and Hispanics of Other Race category  
Graduated Circle Size determined by Log



\* Deterministic equal fraction assignment was used to aggregate 5,176 multi-race responses (2.5% of city total population)  
Does not include 913 Non-Hispanic Other Race persons  
Data: 2000 Census Redistricting Data  
INSTITUTE ON RACE AND POVERTY

# Map 3: 2000 St. Paul Traffic Stop Percentage by Race/Ethnicity in Census Tracts



Data: 4/15/2000 to 12/15/2000 St. Paul Police, Computer Aided Dispatch INSTITUTE ON RACE AND POVERTY

## Comparison of Stop Rates and Expected Stop Rates, by Census Tract

In order to determine whether racially disproportionate stops were more common in certain areas of the city, we did two comparisons using “expected stop rates.” The expected stop rate for people of a particular race in a given area is the rate at which people of that race would be stopped if the stops were absolutely proportional to the adult residential population of the area. For example, in a census tract that is 50% white, 30% black and 20% Native American, the expected stop rates would be 50% white drivers, 30% black drivers, and 20% Native American drivers.

After calculating the number of expected stops for each race in each census tract, we compared those numbers to the actual stops in the tract. We then mapped the differences between expected stops and actual stops in two ways. **Maps 4, 5, 6, and 7** show the absolute differences between stops and expected stops for African Americans, Hispanics, Asians and whites.<sup>11</sup> For each race, these maps show the number of stops above or below the expected number of stops in each census tract. **Maps 8, 9, 10, and 11** show the differences between the expected stops and the actual stops for each race as a percentage.

A comparison of these eight maps indicates that the stop patterns vary throughout the city. For instance, a comparison of **Map 4**, showing the absolute differences between stops and expected stops for African Americans, to **Map 8**, showing the percent differences between stops and expected stops, reveals that the areas with the highest percentage rates of disparities between stops and expected stops are completely distinct from the areas with the highest numbers of stops over the expected stop number. The same can be said of **Maps 5 and 9**, dealing with stops of Hispanic drivers. For both black and Hispanic drivers, the greatest disparities in terms of percentage rates between actual and expected stops are in some of the whitest residential areas of the city: Como Park, Merriam Park, Macalester-Groveland, Highland Park, and Summit Hill. (See **Maps 8 and 9**) However, because overall stop rates in these parts of town are low, the absolute numbers of stops of black and Hispanic drivers over the expected numbers are not as high there as in some other areas. The areas with the highest absolute numbers of stops over expected stops for blacks and Hispanics are areas in which total stop numbers are high. (See **Maps 4 and 5; Table 16**)

**Maps 7 and 11**, showing the differences in absolute numbers and percentage rates between stops and expected stops for white drivers, are the converses of **Maps 4 and 8**, dealing with stops of black drivers. Two notable exceptions to this statement are tract 305 in the North End neighborhood, and tract 361 in the West Side neighborhood, in which stops of both whites and blacks were higher than expected. Tract 305 has one of the highest rates of Asian population in the city, and Asian drivers were stopped at a rate

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<sup>11</sup> We did not map this comparison for Native American drivers because the total citywide Native American population and the total number of stops of Native Americans were too small to allow a meaningful comparison of stops to expected stops. The small Native American population would lead to extremely low expected stop numbers in each census tract, so that a stop of even one Native American driver in most tracts would result in a very large percentage rate disparity between stops and expected stops.

substantially lower than their expected rate in that tract. Similarly, tract 361 has the highest rate of adult Hispanic residents of any tract in St. Paul, and Hispanic drivers were stopped at a rate substantially lower than the expected rate in that tract.

All nine of the tracts with extremely high – over 600% – differences between stops and expected stops of blacks were tracts with low overall stop numbers, ranging from 60 to 241 total stops, and very small black populations, ranging from 1.4% to 3.6%. Tract 364, which straddles the Macalester-Groveland and Highland Park neighborhoods, is typical of the situation in the parts of town with the highest concentrations of white residents: low stop numbers, but extremely high levels of over-representation of black drivers among those stopped. In tract 364, only 83 drivers were stopped between April 15 and September 15, 2000, and eleven of those drivers were black. Because the population of tract 364 is almost exclusively white, the expected number of black stops out of the 83 stops in the tract was only 1.16. The result is an extremely high disparity in terms of percentage rate between stops and expected stops, as shown on **Map 8**, but a low absolute difference between the number of stops and the expected number, as shown on **Map 4**. (See **TABLE 16**)

The tracts with the highest numbers of stops of black drivers over expected stops were generally tracts with above-average proportions of black residents and high numbers of stops. Examples of this are tract 315 in the Payne-Phalen neighborhood, with 935 total stops, an adult residential population that is 15.2% black, and 173.67 stops over expected stops for black drivers; and tract 325 in the Thomas-Dale neighborhood, which has an adult population that is 23.5% black, and had the highest total number of stops of any tract in St. Paul – 1488 – and the highest number of stops of black drivers over expected stops – 519.88.

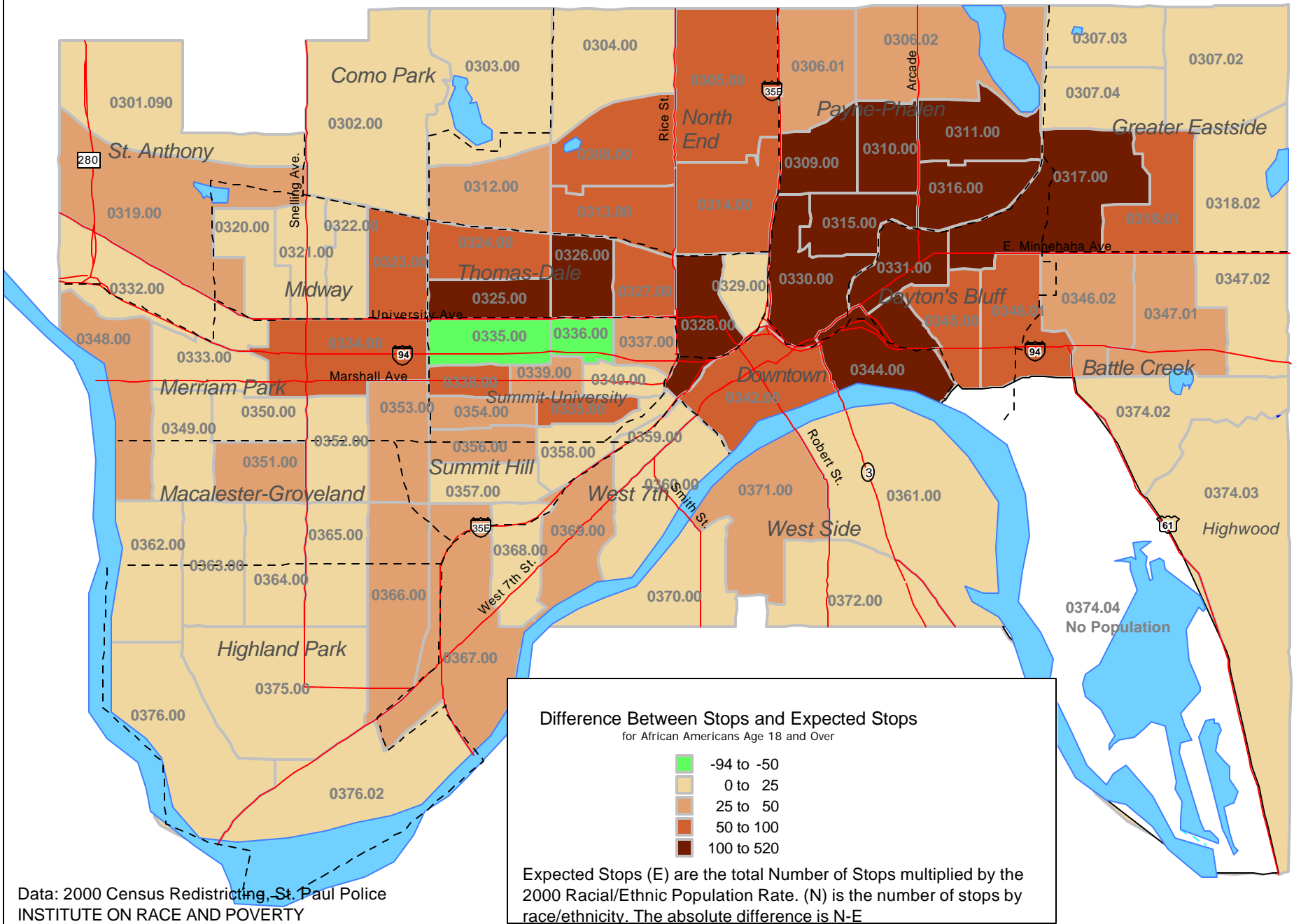
As noted above, the only two tracts in which black drivers were stopped at rates lower than their proportion of the residential population are tracts 335 and 336 in the Summit-University neighborhood, the two tracts with the highest proportions in the city of African American residents. In tract 335, disproportionate stopping of black drivers does not appear to be a problem. Black drivers were stopped at a rate lower than their population share in this tract. Yet, because such the total number of stops in tract 335 was so high – at 1293 the fourth highest stop total in the city – and the residential population in the tract is mostly black, a large number of black drivers were stopped in this tract. Eight hundred and seven black drivers were stopped in this tract, more than in any other tract in the city except tract 325.

Although stops of blacks were disproportionately low in tract 335, the situation in this tract illustrates one of the reasons for the citywide disproportionality of stops of black and white drivers: the concentration of traffic stops in areas of the city in which the residential population is largely non-white. The ten tracts with the highest traffic stop totals account for 37.25% of the traffic stops in the city. Each of these ten tracts had more than 900 stops. Of these ten high-stop tracts, only tract 342 in the Downtown neighborhood has a white adult population close to the city average of 73.18%. The other nine tracts have white populations ranging from 14.3% to 62.2%, and six of the

nine have white populations of 50% or less. Nine of the ten high-stop tracts have above average proportions of black residents. Nine of the ten have above average Asian populations, eight have above average Native American populations, and seven have above average Hispanic populations. (See **TABLE 16**)

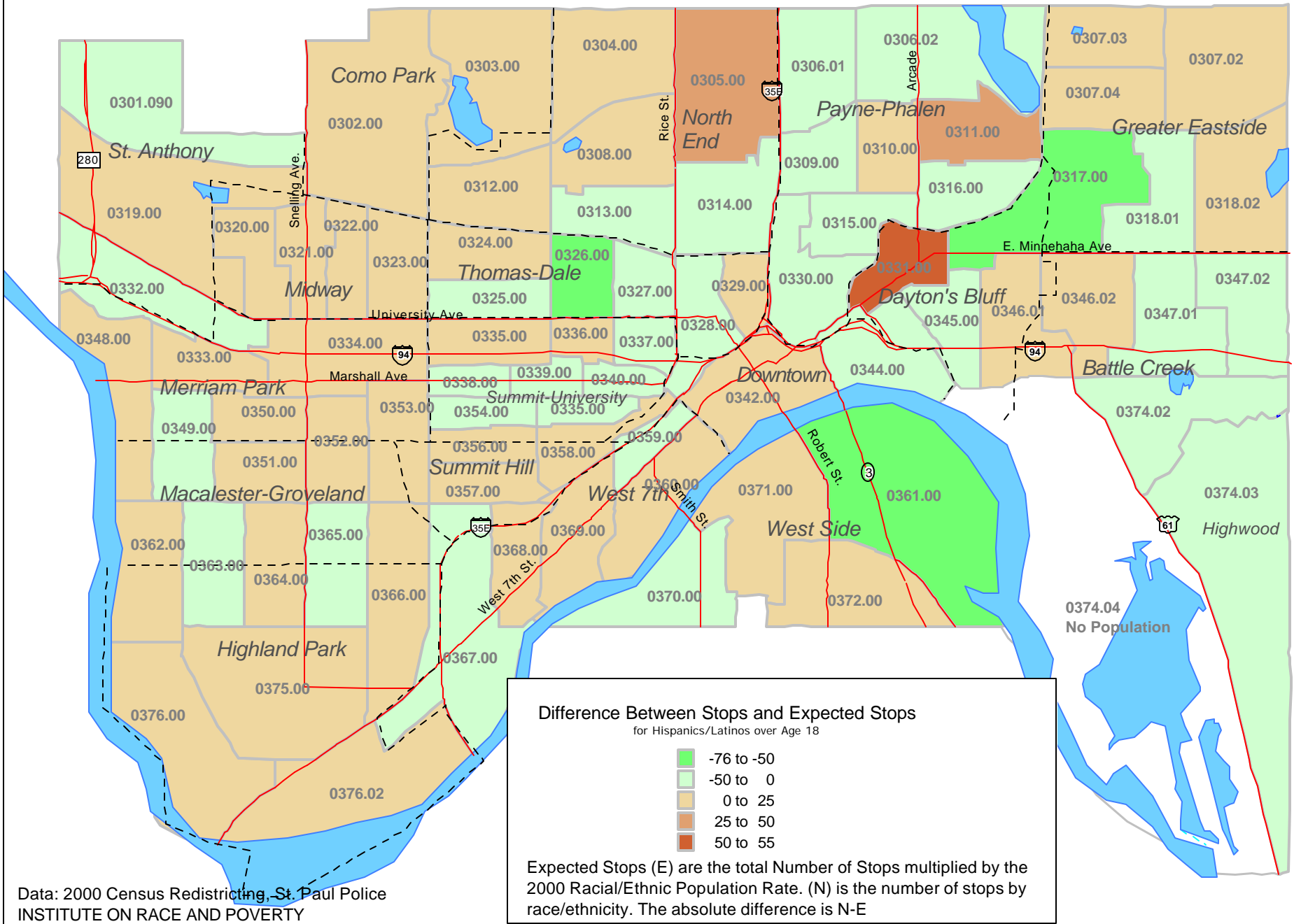
The next two sections of this report look at possible explanations for the high concentrations of traffic stop activity in these ten tracts.

# Map 4: Absolute Difference Between Stops and Expected Stops for African Americans Age 18 and Over

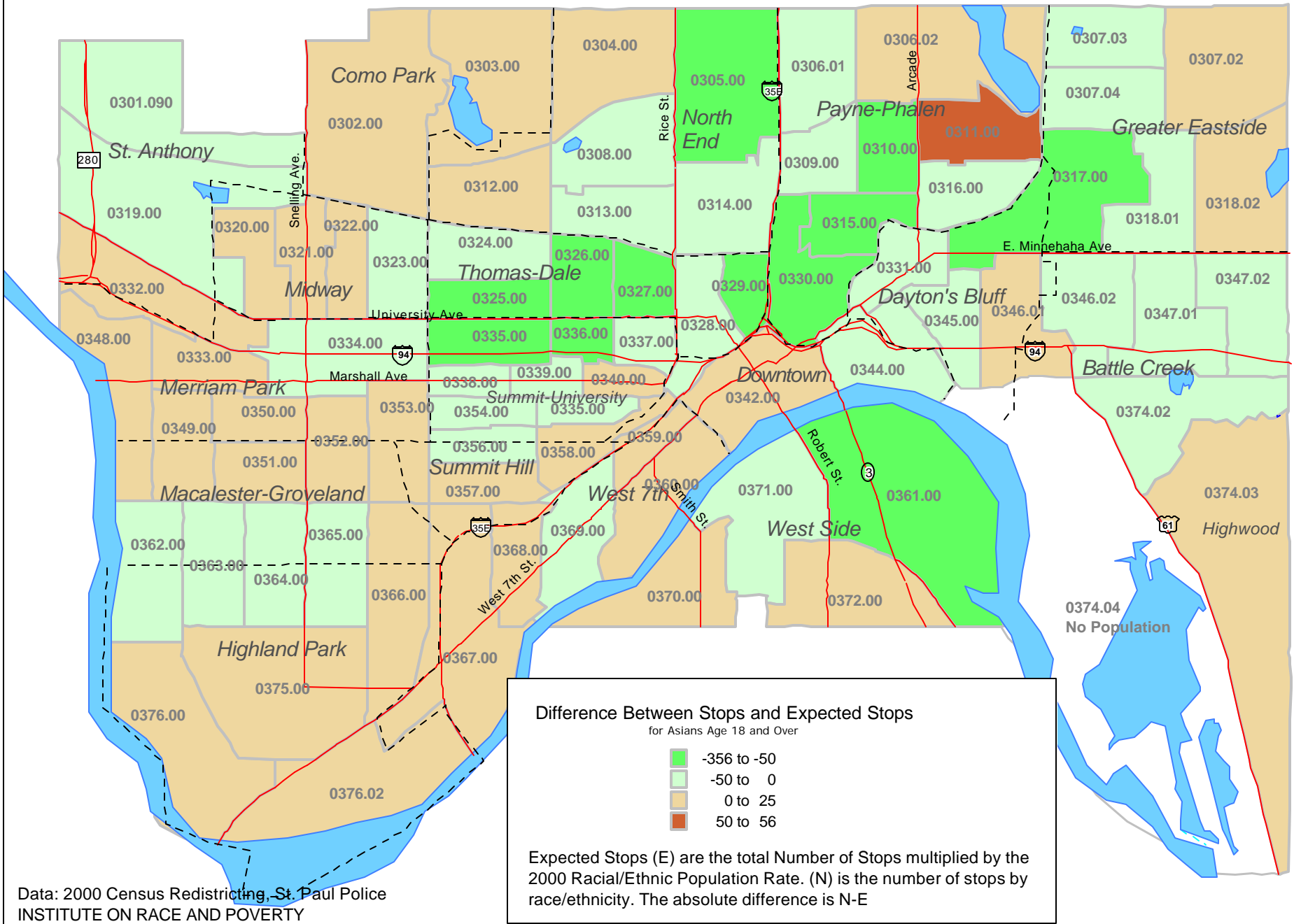


Data: 2000 Census Redistricting, St. Paul Police  
 INSTITUTE ON RACE AND POVERTY

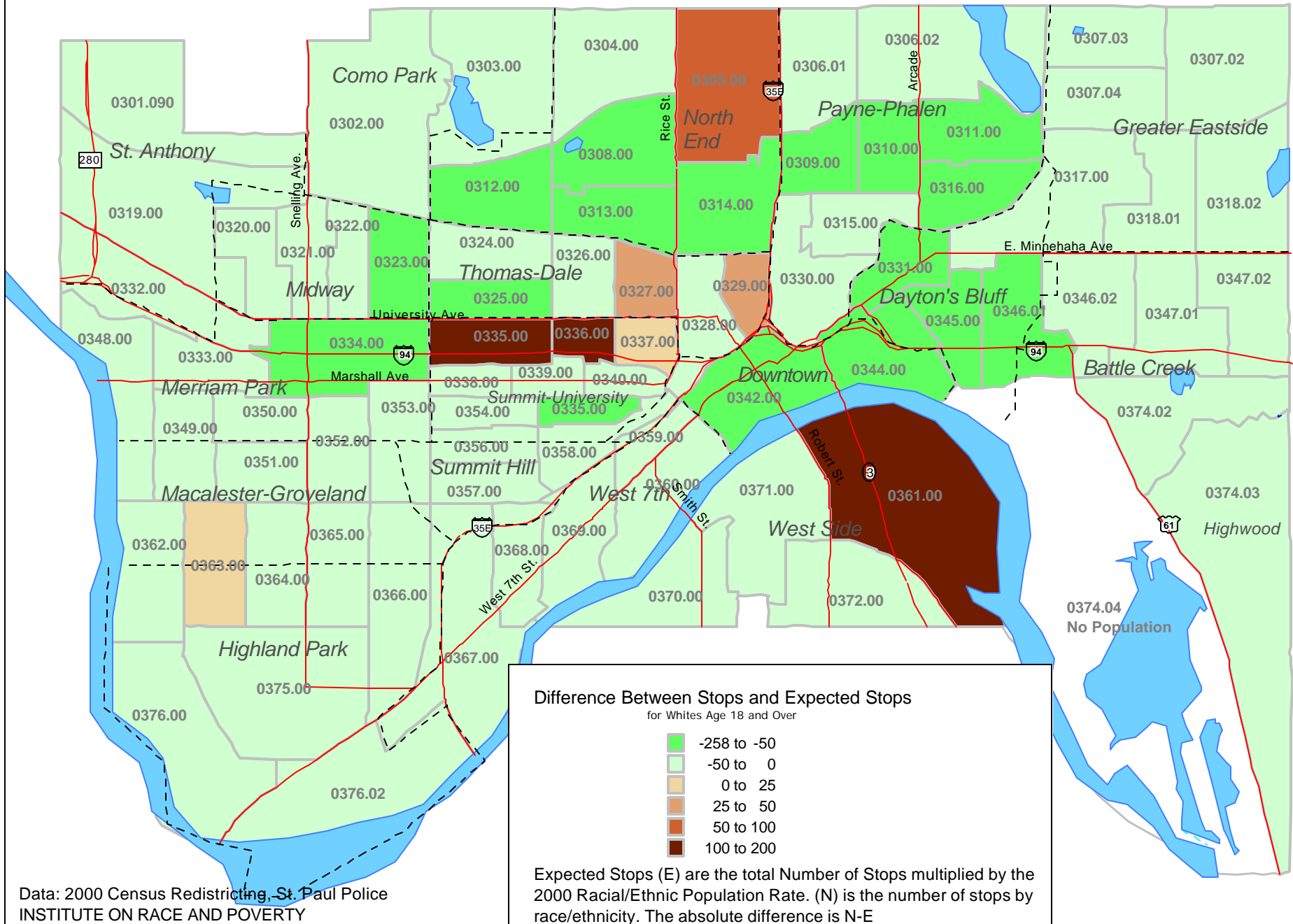
# Map 5: Absolute Difference Between Stops and Expected Stops for Hispanics/Latinos Age 18 and Over



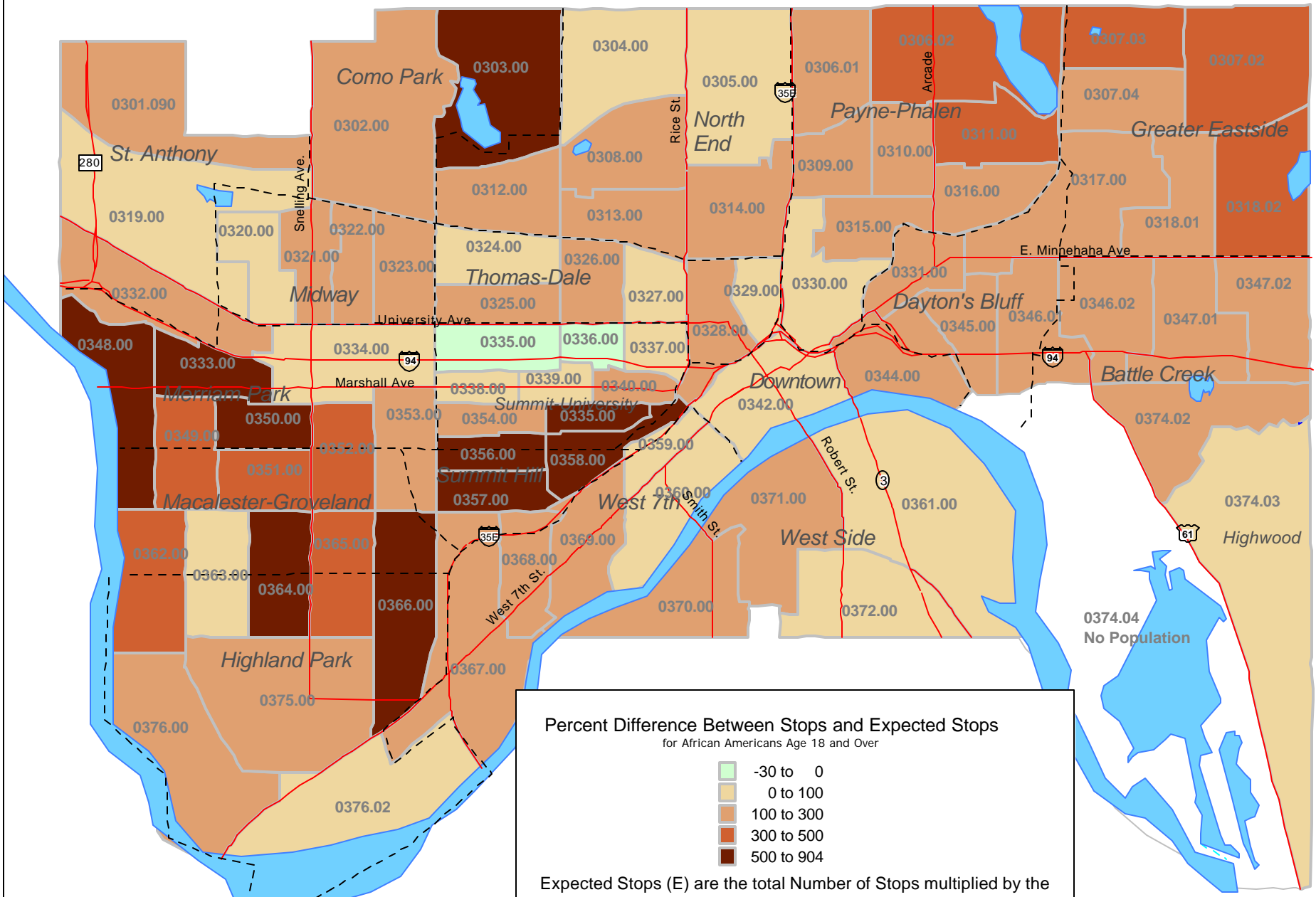
# Map 6: Absolute Difference Between Stops and Expected Stops for Asians Age 18 and Over



# Map 7: Absolute Difference Between Stops and Expected Stops for Whites Age 18 and Over



# Map 8: Percent Difference Between Stops and Expected Stops for African Americans Age 18 and Over



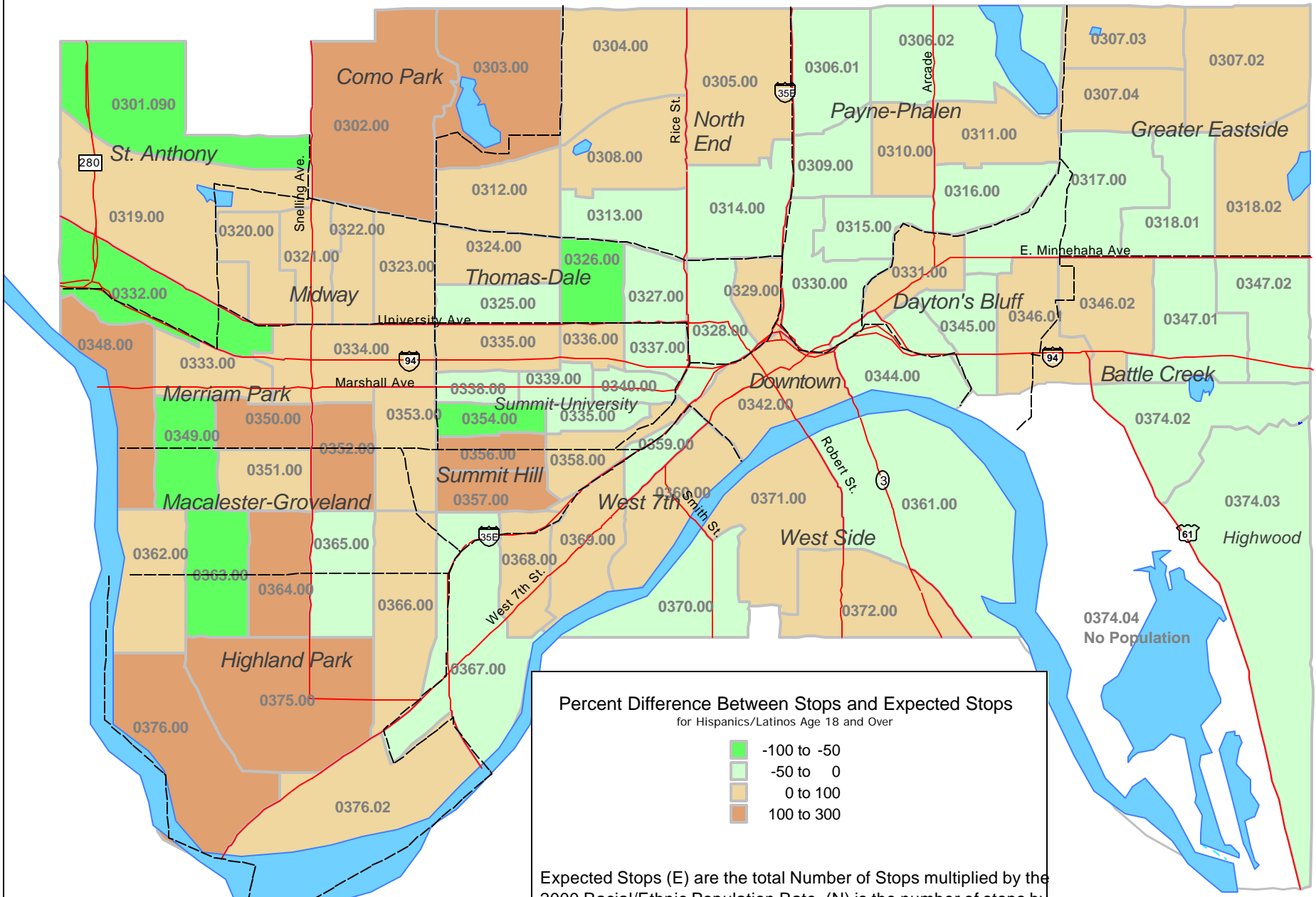
Data: 2000 Census Redistricting, St. Paul Police  
 INSTITUTE ON RACE AND POVERTY

**Percent Difference Between Stops and Expected Stops**  
 for African Americans Age 18 and Over

- 30 to 0
- 0 to 100
- 100 to 300
- 300 to 500
- 500 to 904

Expected Stops (E) are the total Number of Stops multiplied by the 2000 Racial/Ethnic Population Rate. (N) is the number of stops by race/ethnicity. The percent difference is  $((N-E)/E)*100$

# Map 9: Percent Difference Between Stops and Expected Stops for Hispanics Age 18 and Over



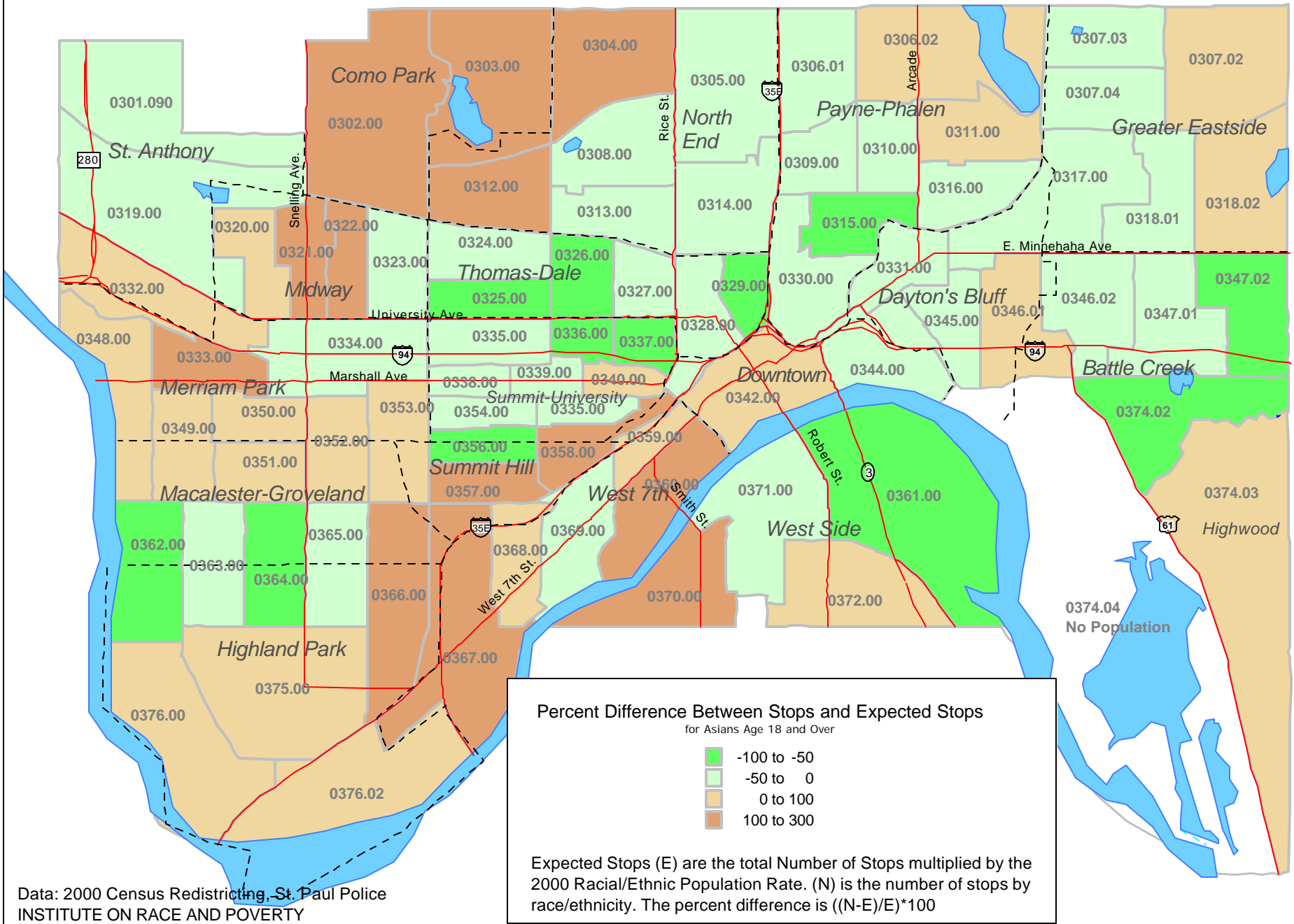
**Percent Difference Between Stops and Expected Stops  
for Hispanics/Latinos Age 18 and Over**

- 100 to -50
- 50 to 0
- 0 to 100
- 100 to 300

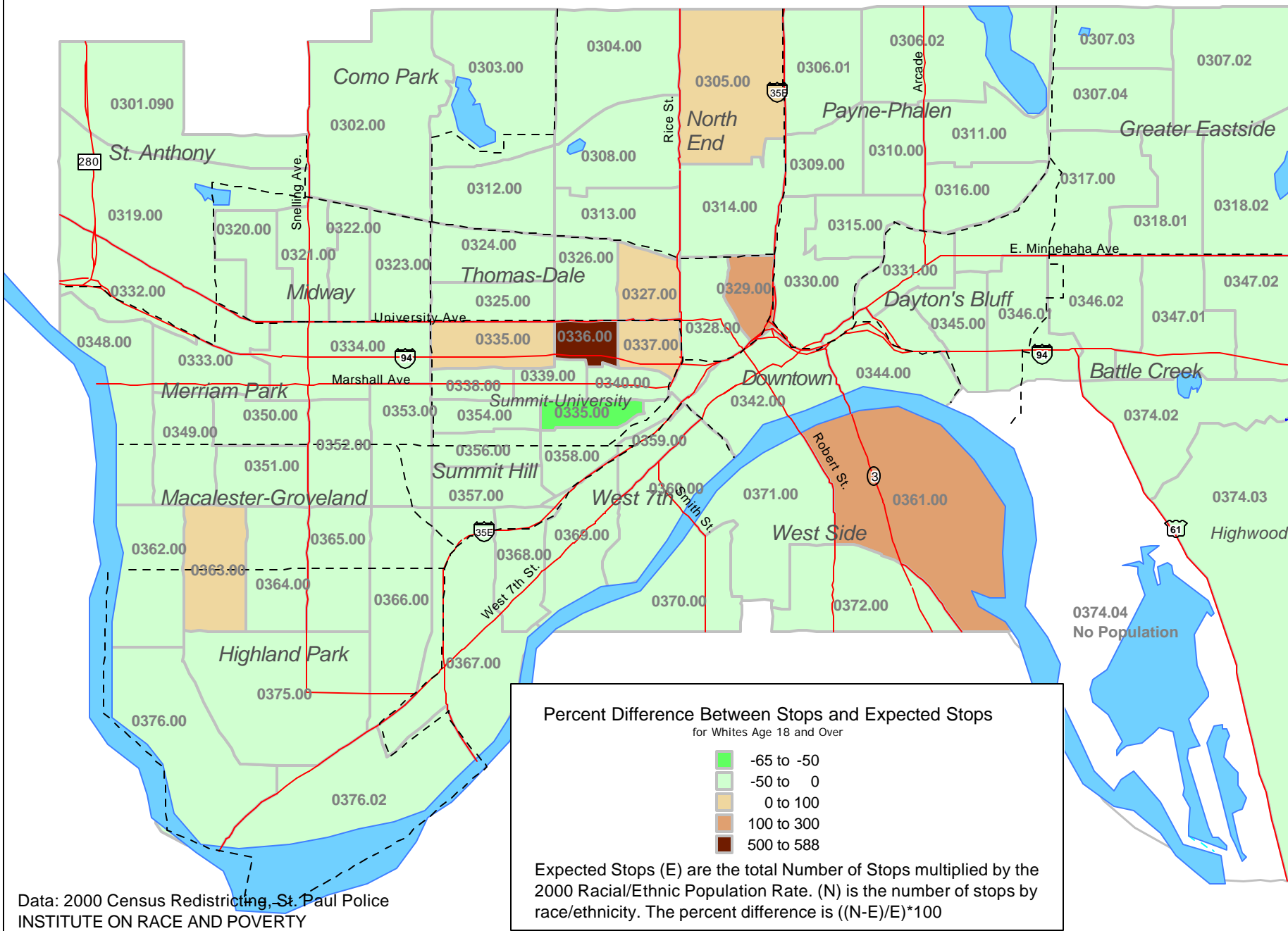
Expected Stops (E) are the total Number of Stops multiplied by the 2000 Racial/Ethnic Population Rate. (N) is the number of stops by race/ethnicity. The percent difference is  $((N-E)/E)*100$

Data: 2000 Census Redistricting, St. Paul Police  
INSTITUTE ON RACE AND POVERTY

# Map 10: Percent Difference Between Stops and Expected Stops for Asians Age 18 and Over



# Map 11: Percent Difference Between Stops and Expected Stops for Whites Age 18 and Over



## **Comparison of Stop Rates to Rates of 911 Calls for Service**

**Map 12** compares traffic stop rates and rates of calls for police service. In this map, the city is divided into grids that are smaller units than census tracts, because the Department keeps its records of calls for service by these grids. **Map 12** shows a rough correspondence of stop rates and call-for-service rates. All of the grids with extremely low stop rates also have very low numbers of calls for service. However, while most of the grids with high stop rates also had large numbers of calls for service, some grids with high numbers of stops had call-for-service rates that were lower than the rates in grids with fewer stops. Grids 32, 33, 34, 35, 84, and 91 each had between 1236 and 2453 calls for service, and between 350 and 464 stops. On the other hand, grids 105, 110, 112, 131, 132, and 153 each had higher numbers of calls for service – between 2457 and 4692 – and lower numbers of stops – between 141 and 286.

Increased police presence in some parts of the city due to large numbers of calls for service is a possible contributing factor to higher traffic stop rates in those areas, but it would not explain racial disparities in stops in those areas.

## **Comparison of Stop Rates to Traffic Accident Rates**

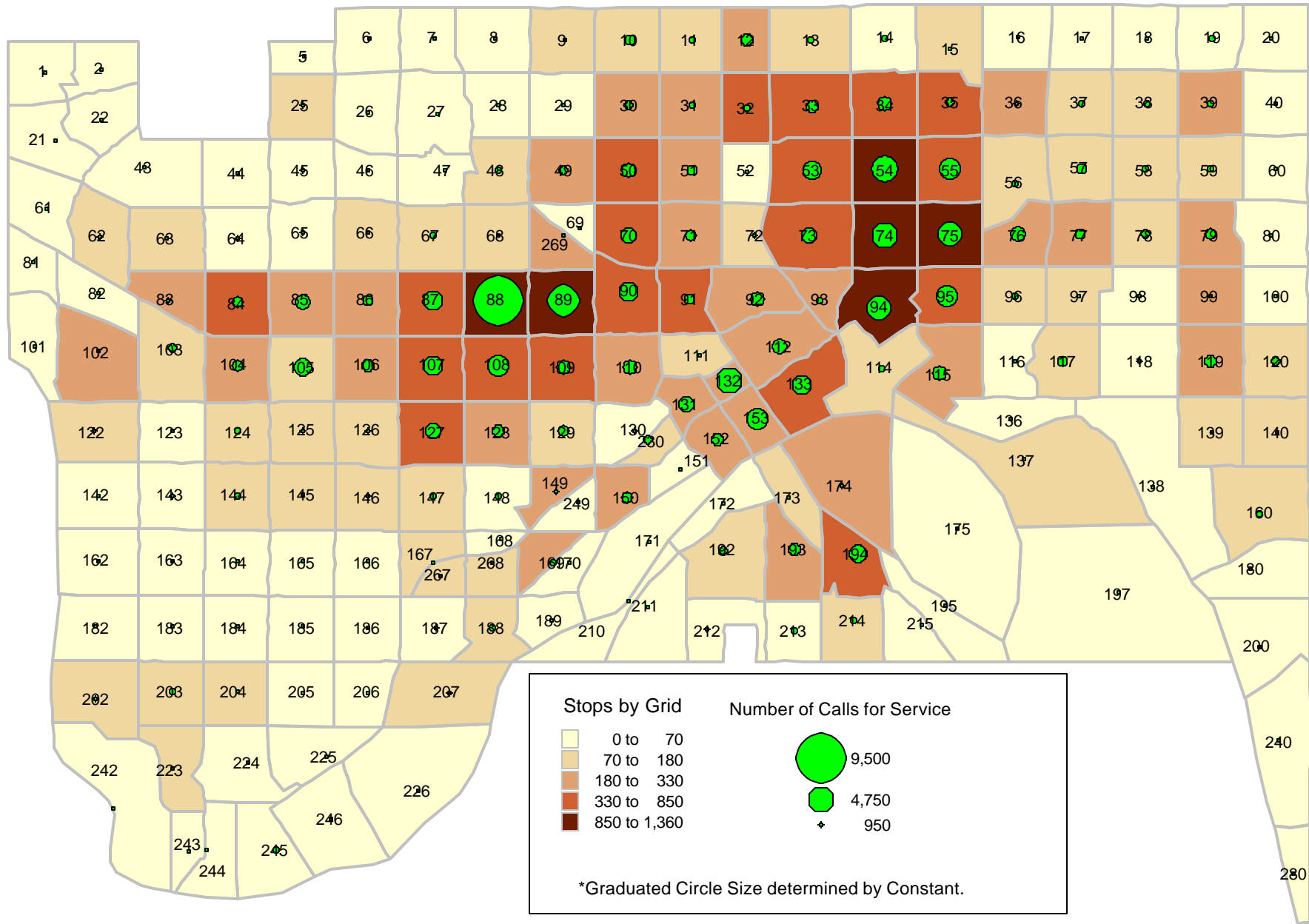
Traffic accident rates in different parts of the city provide some insight into the reasons for uneven distribution of traffic stop activity throughout the city. Traffic accident rates are an indicator of the levels of driving activity in various parts of the city.

**Map 13** shows levels of traffic stops and traffic accidents by grid.<sup>12</sup> This map indicates only a moderate correlation between traffic accident rates and traffic stop rates. While accident rates are fairly high in most grids that have high numbers of traffic stops, several grids with high accident rates do not have high numbers of stops.

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<sup>12</sup> For comparison of stop rates to traffic accident rates we are using a map generated by the Department, because we do not have the raw data used to generate the map.

# Map 12: 2000 St. Paul Traffic Stops and Calls for Service



Data: 4/15/2000 to 12/15/2000 St. Paul Police, Computer Aided Dispatch  
 INSTITUTE ON RACE AND POVERTY



## Citywide Ticketing Rates

The overall ticketing rate for whites for all traffic stops was 70.4%, compared to 60.8% for blacks, 61.3% for Hispanics, 61.7% for Native Americans, and 64.1% for Asians, but the higher ticketing rate for whites is largely attributable to the fact that a greater proportion of stops of whites were conducted by officers of the Traffic and Accident Division, who issued tickets at much higher rates than did other officers.

Virtually all of the 9,233 Traffic and Accident Division stops from April to September resulted in tickets. Every Hispanic, Asian and Native American driver stopped by the Traffic and Accident Division during that period was tagged, as were 99.9% of white drivers, and 99.8% of black drivers. (See **TABLE 11**) The ticketing rates for the CAD-reported stops vary slightly between races, with a slightly, but statistically significantly higher rate for white (58.4%) than black drivers (54.8%). (See **TABLE 12**)

## Citywide Search Rates

Data regarding searches of stopped drivers can be more informative than the stop data itself. In analyzing stop data, the ideal benchmark would be the driving population at the stop locations, which we can only approximate here using census data. For the search data, on the other hand, the stop data provides the most accurate benchmark. In analyzing search data, the relevant measure is the rate at which stopped drivers are searched, so the population benchmark for this analysis is the population of stopped drivers.

In this case, however, it is important to bear in mind that all stops that resulted in arrests are excluded from the data. Assuming that all searches that turned up illegal drugs, illegal weapons, or other contraband resulted in arrests, the data analyzed here includes only searches in which no contraband was found.

In determining search rates, we looked separately at the rates of pat down searches of drivers, and of vehicle searches. We then aggregated all incidents in which the driver, the vehicle, or both were searched. Incidents in which the vehicle was searched and the driver was not were extremely rare, representing only 1.6% of all search incidents. In 28.4% of search incidents, the driver was searched but the vehicle was not, and in 70% of search incidents, both the driver and the vehicle were searched.

In the total 41,249 stops, African American, Hispanic and Native American drivers were more likely than were whites and Asians to be subject to pat down searches and vehicle searches in which no contraband was found. This is also true of the 9,233 Traffic and Accident Division stops for April-September, and of the 32,016 CAD-recorded stops, but the pat down and vehicle search rates were substantially lower in the Traffic and Accident Division stops. **TABLE 5** compares the pat down search rates for all three groups of stops. **TABLE 6** compares the vehicle search rates, and **TABLE 7** compares the aggregated pat down and vehicle search rates for all three groups of stops.

**TABLE 5: Rates of Pat Down Searches in Which no Contraband Was Found**

Race	Percent subject to pat down searches in which no contraband was found		
	All stops	CAD-recorded stops	Traffic & Accident Division stops
White	2.2%	3.0%	0.1%
Black	5.6%	6.4%	0.3%
Asian	2.7%	3.0%	0.7%
Hispanic	6.7%	7.5%	0.9%
Native American	3.9%	4.4%	0.0%

**TABLE 6: Rates of Vehicle Searches in which No Contraband Was Found**

Race	Percent subject to vehicle searches in which no contraband was found		
	All stops	CAD-recorded stops	Traffic & Accident Division stops
White	6.2%	8.7%	0.2%
Black	14.1%	16.0%	1.8%
Asian	6.4%	7.3%	1.1%
Hispanic	10.0%	11.1%	2.1%
Native American	12.6%	13.3%	7.7%

**TABLE 7: Rates of Aggregated Pat Down and Vehicle Searches in which No Contraband Was Found**

Race	Percent subject to pat down and/or vehicle searches in which no contraband was found		
	All stops	CAD-recorded stops	Traffic & Accident Division stops
White	8.4%	11.7%	0.3%
Black	19.6%	22.4%	2.2%
Asian	9.2%	10.4%	1.9%
Hispanic	16.7%	18.5%	3.0%
Native American	16.6%	17.8%	7.7%

Blacks, Hispanics and Native Americans were searched at higher rates than white or Asian drivers. Higher vehicle search rates for black, Hispanic and Native American drivers may raise the question of whether drivers of color are more likely than white drivers to be subject to stops that are ostensibly made to enforce laws relating to traffic safety and vehicle equipment requirements, but actually intended to provide an

opportunity to pursue non-traffic-related purposes. Stops of this type are closely correlated with complaints of racial profiling.<sup>13</sup>

As can be seen in **TABLE 8**, male drivers of every race are considerably more likely to be subject to vehicle and/or pat down searches than are female drivers. Male drivers of every race but Native American are more than twice as likely to be searched as are female drivers of the same race. Although the search rates for female drivers are consistently lower than for male drivers, the racial disparities are similar for drivers of both genders, with black, Hispanic and Native American drivers more likely than white and Asian drivers to be searched.

**TABLE 8: Aggregate Search rates by Race and Gender**

<b>Race</b>	<b>Percent of male drivers subjected to pat down and/or vehicle search</b>	<b>Percent of female drivers subjected to pat down and/or vehicle search</b>
White	10.8%	4%
Black	24.1%	7%
Asian	11.3%	2.4%
Hispanic	18.9%	7.4%
Native American	17.7%	14.6%

The racial disparities in the rates of searches in which no contraband was found, and particularly the high rates at which black and Hispanic men and Native American men and women were subject to such searches, raise serious questions. Data on the stops in which searches were productive of contraband would help to answer some of these questions. Studies done in other jurisdictions have found that “hit rates,” the rates at which searches produce contraband, are generally about the same for blacks and whites.<sup>14</sup> With data from the stops in which searches produced contraband and led to arrests, we could determine the overall search rates for drivers of each race, and the hit rates for drivers of each race.

### **Search Rates by Location**

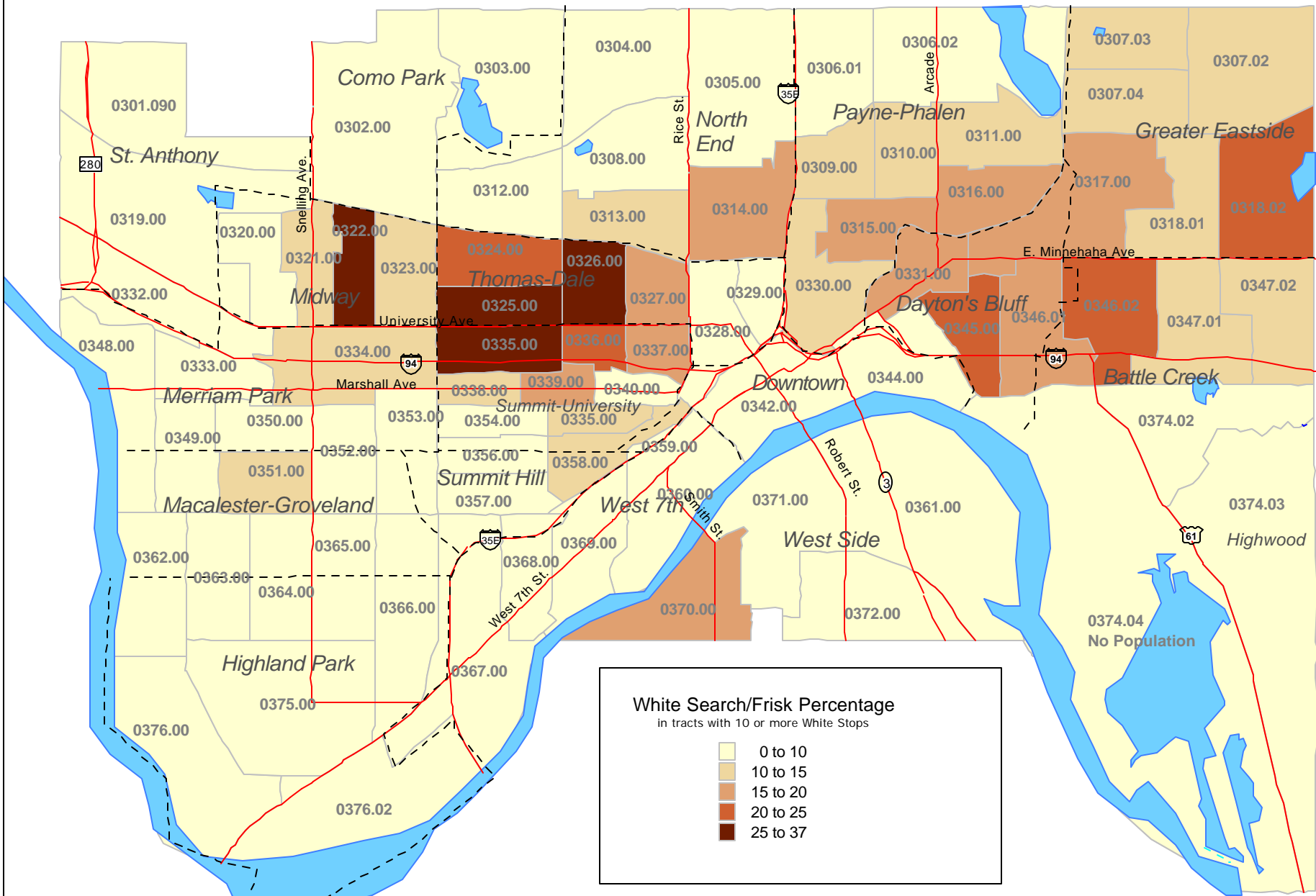
Search rates are not uniform throughout the city. For purposes of mapping search rates, we aggregated all incidents in which the driver, the vehicle, or both were searched. As can be seen in **Maps 14-17**, search rates for all races tend to be higher than average in two parts of the city: the area encompassing the Thomas-Dale neighborhood and the northern part of the Summit-University neighborhood; and the area encompassing the

<sup>13</sup> See DAVID HARRIS, DRIVING WHILE BLACK: RACIAL PROFILING ON OUR NATION’S HIGHWAYS, published by the American Civil Liberties Union in 1999.

<sup>14</sup> See DEBORAH RAMIREZ, JACK MCDEVITT & AMY FARRELL, A RESOURCE GUIDE ON RACIAL PROFILING DATA COLLECTION SYSTEMS: PROMISING PRACTICES AND LESSONS LEARNED, published by the U.S. Department of Justice, November 2000.

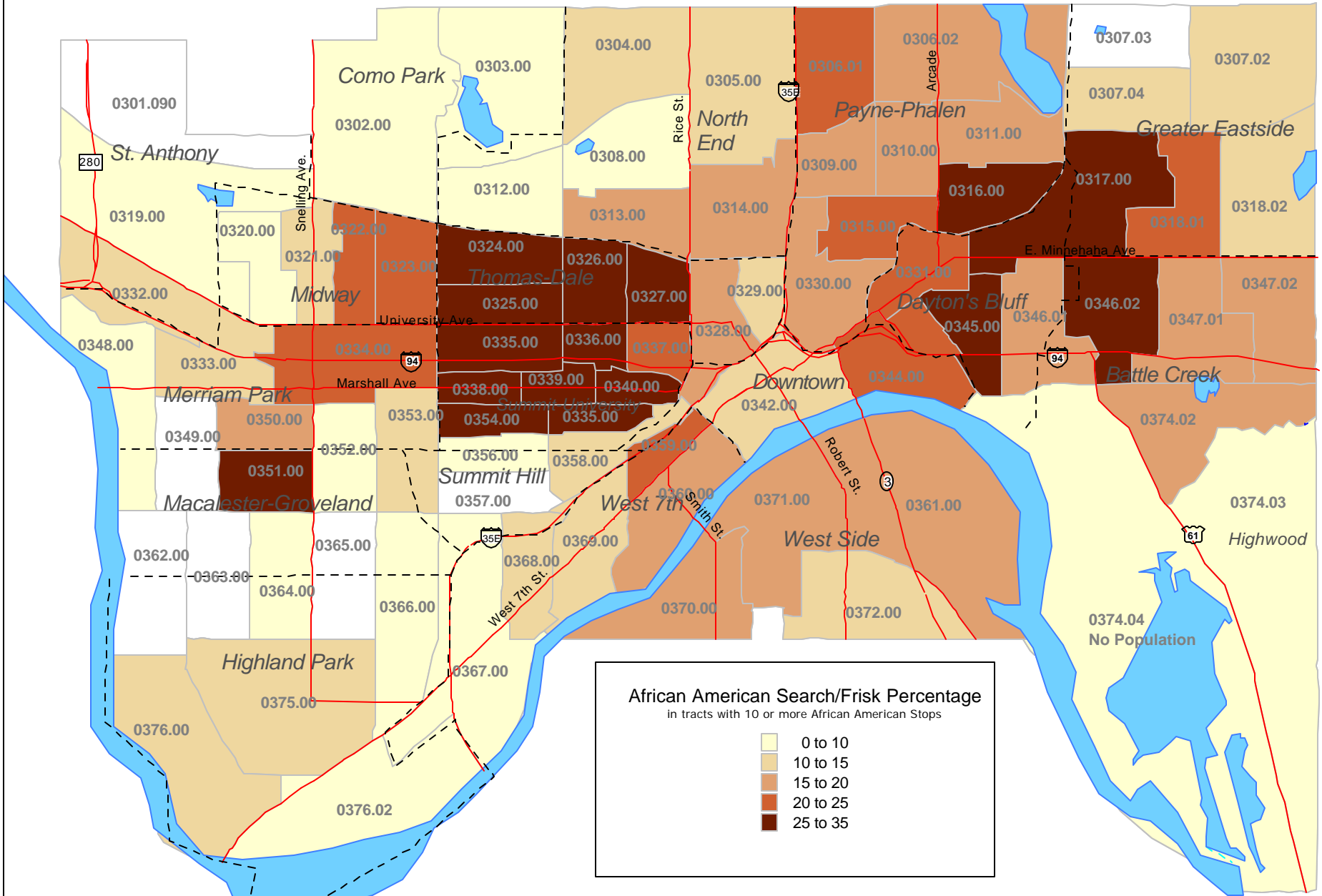
Dayton's Bluff neighborhood, the southern half of the Payne-Phalen neighborhood, the southwestern quarter of the Greater Eastside neighborhood, and the northwestern corner of the Battle Creek neighborhood. These two areas roughly correspond to two of the three zones in which the Department implemented the HEAT program, an intensive enforcement program described in a later section of this report. For Hispanic and African American drivers, the areas of high search rates fan out from the two core areas noted above, to encompass a larger portion of the city.

# Map 14: Percent of White Stops where Searches and/or Frisks were involved in tracts with ten or more stops of Whites



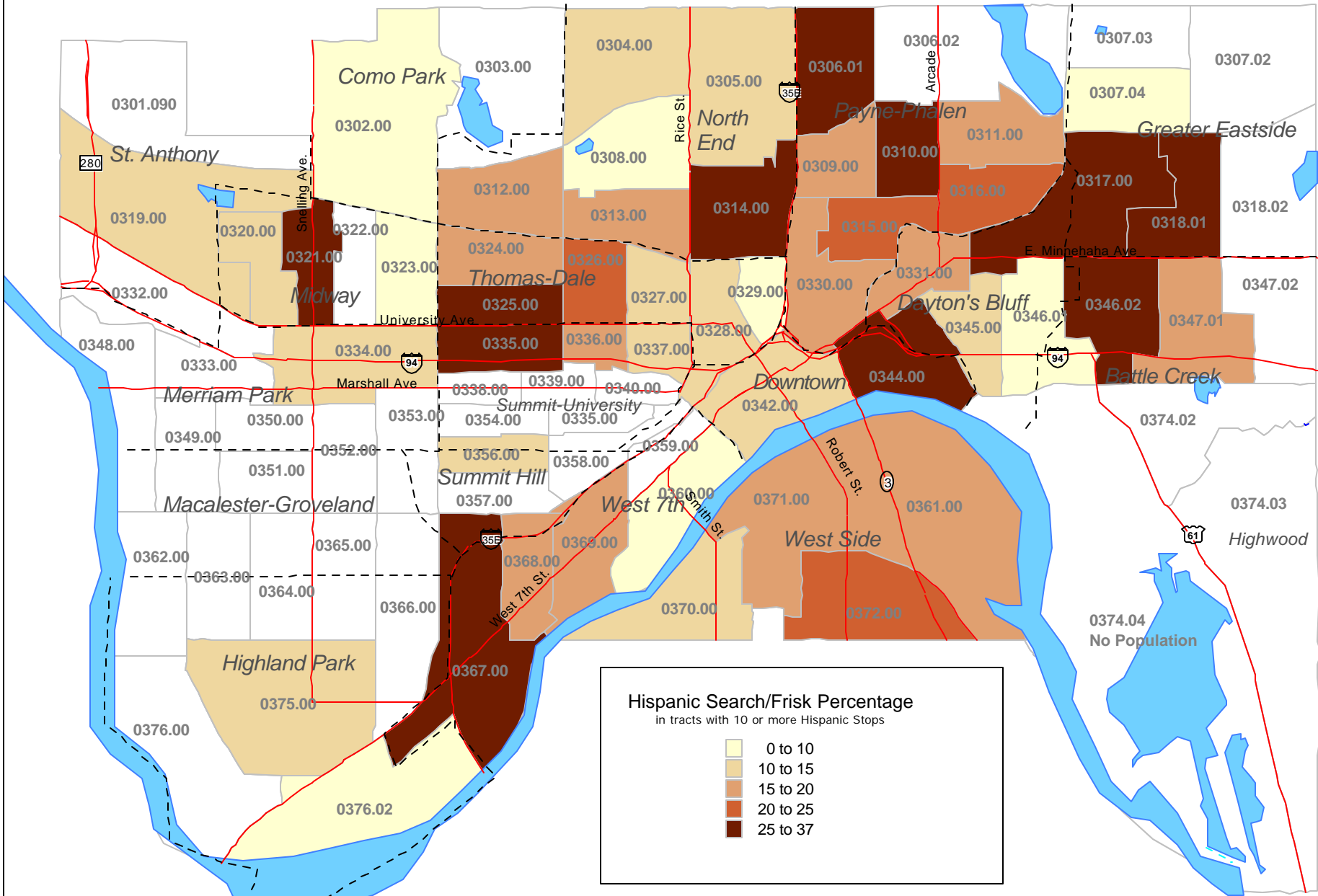
Data: 4/15/2000 to 12/15/2000 St. Paul Police, Computer Aided Dispatch  
 INSTITUTE ON RACE AND POVERTY

# Map 15: Percent of African American Stops where Searches and/or Frisks were involved in tracts with ten or more stops of African Americans



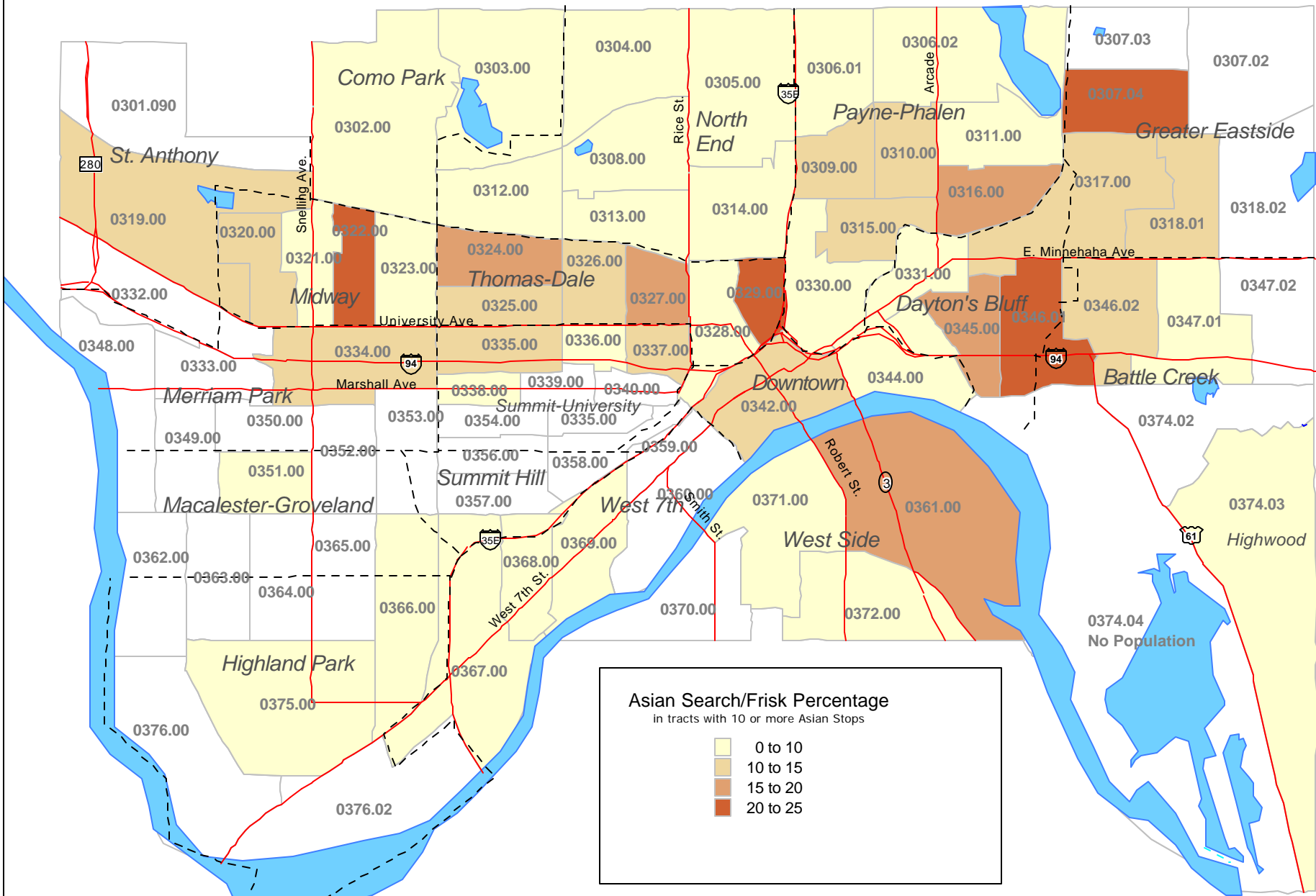
Data: 4/15/2000 to 12/15/2000 St. Paul Police, Computer Aided Dispatch  
INSTITUTE ON RACE AND POVERTY

# Map 16: Percent of Hispanic Stops where Searches and/or Frisks were involved in tracts with ten or more stops of Hispanics



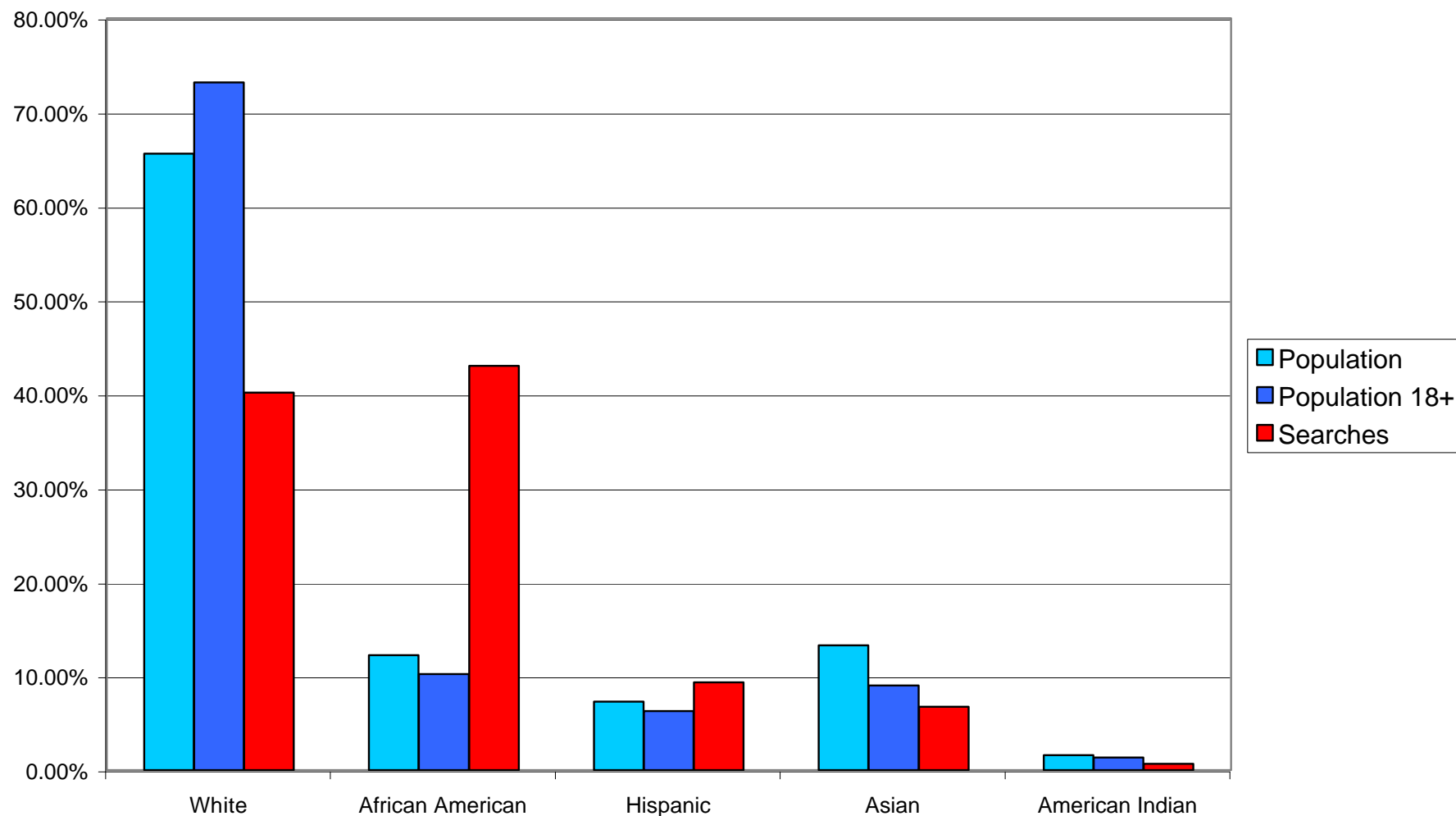
Data: 4/15/2000 to 12/15/2000 - St. Paul Police, Computer Aided Dispatch  
 INSTITUTE ON RACE AND POVERTY

# Map 17: Percent of Asian Stops where Searches and/or Frisks were involved in tracts with ten or more stops of Asians



Data: 4/15/2000 to 12/15/2000 St. Paul Police, Computer Aided Dispatch  
 INSTITUTE ON RACE AND POVERTY

**Graph 2: Percentage of Population and Pat Down and Vehicle Searches in 2000 St. Paul**



**Comparison of Traffic and Accident Division Stops for April-September to Other Stops for April-September.**

Because the Traffic and Accident Division stops were recorded separately from other stops only for the five-month period from April 15 to mid-September, we have isolated the other stops for that five-month period from the total, in order to provide the most accurate basis for comparison of Traffic and Accident Division stops to other stops. Comparing these two groups of stops from the same time period, we see that the Traffic and Accident Division stops differ significantly from the other traffic stops.

As noted above, the racial breakdown of the Traffic and Accident Division stops differs from that of the other stops. The other two significant differences between these groups of stops are in the ticketing rates and the search rates.

Across all races, virtually everyone stopped by the Traffic and Accident Division received a ticket. (See **TABLE 11**) In contrast to this, ticketing rates in the other stops for this time period were 53.7% for whites, 53.8% for blacks, 54.8% for Hispanics, 56.5% for Asians, and 57.8% for Native Americans. (See **TABLE 13**)

Conversely, people stopped by the Traffic and Accident Division were rarely searched. Only .3% of whites, 1.9% of Asians, 2.2% of blacks, 3% of Hispanics, and 7.7% of Native Americans<sup>15</sup> stopped by the Traffic and Accident Division were subject to either a pat down search, a vehicle search, or both. For people of all races, these rates are significantly lower than the search rates for the other stops.

**TABLE 9: Comparison of Aggregate Search Rates for April-September Stops by Traffic & Accident Division, and for other April-September Stops**

<b>Race</b>	<b>Percent searched (pat down or vehicle search) by Traffic &amp; Accident Division</b>	<b>Percent searched (pat down or vehicle search) in other stops April-September</b>
White	0.3%	14.3%
Black	2.2%	23.5%
Asian	1.9%	12.1%
Hispanic	3.0%	20.0%
Native American	7.7%	17.2%

There are disparities worth noting in the Traffic and Accident Division stops. Even in these stops, blacks are disproportionately represented, although the disproportionality is not as pronounced as it is in the other stops. Also, although the search rates for people of all races are low in these stops, people of all races other than white are still much more likely than whites to be searched. The disparities in the search rates in the Traffic and Accident Division stops are actually greater than in the other stops. Generally, however,

<sup>15</sup> The number of Native Americans stopped by the Traffic and Accident Division was so small that the disparity between this rate and the others is not significant. Only 26 Native Americans were stopped by the Traffic and Accident Division, and two of them were searched.

it does not appear that the stops by the Traffic and Accident Division are the type of stops that typically give rise to claims of racial profiling. Stops like these in which virtually everyone is ticketed and hardly anyone is searched appear to be simple traffic stops. They do not appear to be the sort of stops generally associated with racial profiling.

### **Analysis of HEAT Zones**

During the eight-month period for which we have data, the Department implemented a program called Heavy Enforcement Activities for Thirty Days (HEAT), in three areas of the city. The first HEAT zone, in which the program was implemented from August 2 to August 21, is in the Thomas-Dale and Summit-University neighborhoods. HEAT was then concentrated in Downtown St. Paul from September 8 to September 27. The third zone, in which HEAT was implemented from September 29 to October 18, encompasses the Dayton's Bluff neighborhood and the southeastern part of the Payne-Phalen neighborhood.

All three HEAT zones are in areas with high numbers of traffic stops. **Map 18** shows the traffic stop rates for the city, with the three HEAT zones highlighted. Because increased police activity in particular zones is a key component of the HEAT program, we looked at the extent to which stop rates during HEAT periods might be elevating the stop rates in those zones for the eight-month period. We found that the overall stop rates in the Downtown and Dayton's Bluff HEAT zones (HEAT Zones 2 and 3) were not significantly affected by HEAT activity. Only in HEAT Zone 1 in Summit-University, was the stop rate during the HEAT period substantially higher than the overall rate.

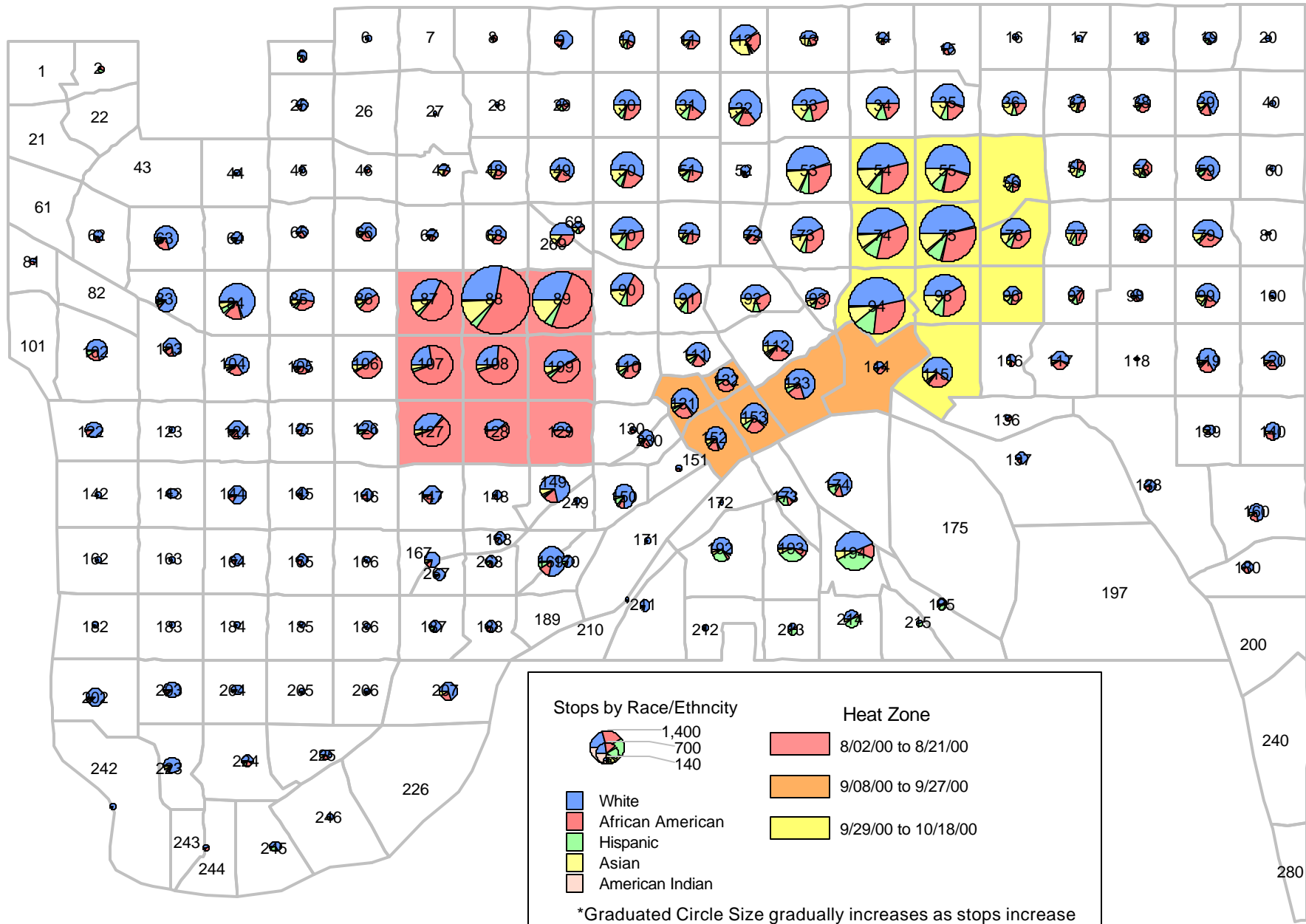
In each zone, the HEAT period was twenty days, or 8.16% of the 245 total days of the eight-month data collection period. In Zones 2 and 3, traffic stops during the HEAT periods actually comprised only 6.42% and 7.77%, respectively, of the total stops in those zones for the eight-month period. Stop rates during the HEAT periods were therefore slightly lower than the total rates in Zones 2 and 3. In Zone 1, 15.57% of the total stops occurred during the HEAT period, slightly less than twice the 8.16% share of stops that would be expected if stop rates were consistent throughout the eight-month period. (See **TABLE 17**) The implementation of HEAT in Zone 1 appears to have contributed to the high stop rate in that zone.

Because the stop rate for HEAT Zone 1 was higher than normal during the HEAT period, we looked at the racial breakdown of the HEAT period stops, to see if the demographics of those stops affected the overall demographics of the stops in that zone.

The stop rate for white drivers in zone 1 during the HEAT period was slightly lower than the total rate for that zone, and the stop rates of drivers of other races were slightly higher than average during the HEAT period. (See **TABLE 17**) However, the differences in stop rates by race during the HEAT period are not large enough to have a substantial effect on the total stop rates.

Search rates vary widely among the three HEAT Zones, and the effect of HEAT on the search rates in the zones is inconsistent. Zone 1 had search rates for drivers of all races that were substantially higher than the city average rates. This is true both in general and during the HEAT period, but during the HEAT period, the search rates were somewhat lower for whites and higher for Asians than they were generally. Zone 2 generally had lower than average search rates for drivers of all races, but during the HEAT period the search rate for whites was considerably higher than it was generally. Zone 3 generally had a substantially higher than average search rate for Native Americans, and slightly higher than average search rates for all other races. During the HEAT period no Native American drivers were stopped in Zone 3, and the search rates increased for Asian drivers and declined slightly for drivers of all other races. (See **TABLE 17**)

# Map 18: 2000 St. Paul Traffic Stop Percentage by Race/Ethnicity and Operation Heat Zones



Data: 4/15/2000 to 12/15/2000 St. Paul Police, Computer Aided Dispatch  
 INSTITUTE ON RACE AND POVERTY

## **Primary Issues Raised by the Data**

The main issue raised by the comparison of the stop data to the city population data is the disparity between the African American population rate and the stop rate for African American drivers. African Americans constitute a significantly greater proportion of the drivers stopped in St. Paul than they do of the city's adult residential population. Hispanic drivers are also stopped in numbers higher than their proportion of the adult population, but the disparity is not as pronounced as it is for African American drivers.

The search rates for African American, Hispanic and Native American drivers are consistently higher than for white drivers. This is true of the stops by officers of the Traffic and Accident Division – stops in which the search rates are low – and of the stops by other officers, which have higher search rates.

## **Recommendations for Improving the Data Collection System**

Based on our analysis of the data recorded by the St. Paul Police Department, we have the following suggestions for changes to the data collection program that would allow for a more comprehensive and effective analysis of the data:

- Traffic stop data should include incidents that begin as traffic stops and result in arrests. Without records of these stops, we are unable to present a complete picture of the stop demographics in St. Paul. In particular, the analysis of search data is most severely compromised by the lack of records for all stops. Since stops in which searches were conducted are presumably more likely than other stops to have led to arrests, the absence of data for stops resulting in arrest likely skews the search data even more than the stop data. Also, since the location of contraband, illegal weapons, etc., is the primary reason for searches of drivers and vehicles, the absence of records of searches in which contraband and illegal weapons were found makes it impossible to calculate the hit rates of the searches or to analyze the effectiveness of vehicle and driver searches as a crime prevention and detection strategy.
- Information recorded for each stop should include the date of birth of the driver. This data category is recommended in *A Resource Guide on Racial Profiling Data Collection Systems*, published in November 2000 by the U.S. Department of Justice. The *Resource Guide* cites a 1999 Gallup Poll finding that young African American men disproportionately report the perception of being stopped by police due to their race and age.
- Information recorded for each stop should include the reason for the stop. Without this information, we are unable to distinguish between stops involving various levels of officer discretion, nor can we address claims that people of color are stopped more frequently than whites for minor equipment violations. The Department of Justice *Resource Guide* recommends using the following categories to designate reasons for stops.

<b>Reason for Stop</b>	<b>Examples</b>
Hazardous moving violation	Stoplight violation, driving ten miles or more above the speed limit
Nonhazardous moving violation	Failure to signal when changing lanes, driving less than ten miles above the speed limit
Externally generated information stop	911 call or all-points bulletin
Vehicle equipment violations/defects	Broken headlight or brake light, underinflated tires, etc.
Investigatory stop	Belief of criminal activity based on observation
Driving while impaired	
Courtesy stop/citizen assistance	
Other motor vehicle violation	

- Information recorded for each stop should include not only whether the driver or vehicle was searched, but also the justification for the search – consent or probable cause – and the results of the search, i.e., was contraband found and if so, what was the nature of the contraband. The information about the justification for the search is necessary to address claims that people of color are more likely than whites to be asked to consent to searches in situations in which probable cause to search is lacking. The information about the results of the searches will allow calculation of the “hit rates” for searches arising from traffic stops.
- Ideally, an empirical study should be conducted of the driving population in the city of St. Paul, to provide the most accurate benchmark for comparison to traffic stop data.

**Table 10: Summary Report for Traffic Stop Data**

Dates: April 15, 2000 - December 15, 2000

\* Stops for which incomplete data was recorded are included under the designation "other." These stops were not included in the total for purposes of calculating the percentage rates in this table.

<b>White:</b>	Count	% of Total White Stops	% of Total Stops	Number Tagged	% of White Tagged	% of Total Tagged
1FNN	8148	34.3%	19.8%	6031	74.0%	21.9%
1FNY	18	0.1%	0.0%	10	55.6%	0.0%
1FYN	92	0.4%	0.2%	59	64.1%	0.2%
1FYY	232	1.0%	0.6%	119	51.3%	0.4%
1MNN	13651	57.4%	33.1%	9637	70.6%	35.0%
1MNY	14	0.1%	0.0%	6	42.9%	0.0%
1MYN	422	1.8%	1.0%	252	59.7%	0.9%
1MYY	1211	5.1%	2.9%	642	53.0%	2.3%
<b>Total</b>	<b>23788</b>	<b>100.0%</b>	<b>57.7%</b>	<b>16756</b>	<b>70.4%</b>	<b>60.9%</b>

<b>Black:</b>	Count	% of Total Black Stops	% of Total Stops	Number Tagged	% of Black Tagged	% of Total Tagged
2FNN	2610	24.1%	6.3%	1629	62.4%	5.9%
2FNY	5	0.0%	0.0%	4	80.0%	0.0%
2FYN	71	0.7%	0.2%	56	78.9%	0.2%
2FYY	121	1.1%	0.3%	78	64.5%	0.3%
2MNN	6088	56.2%	14.8%	3476	57.1%	12.6%
2MNY	27	0.2%	0.1%	17	63.0%	0.1%
2MYN	532	4.9%	1.3%	372	69.9%	1.4%
2MYY	1374	12.7%	3.3%	952	69.3%	3.5%
<b>Total</b>	<b>10828</b>	<b>100.0%</b>	<b>26.3%</b>	<b>6584</b>	<b>60.8%</b>	<b>23.9%</b>

<b>Hispanic:</b>	Count	% of Total Hispanic Stops	% of Total Stops	Number Tagged	% of Hispanic Tagged	% of Total Tagged
3FNN	498	18.0%	1.2%	295	59.2%	1.1%
3FNY	1	0.0%	0.0%	1	0.0%	0.0%
3FYN	18	0.7%	0.0%	11	61.1%	0.0%
3FYY	21	0.8%	0.1%	10	47.6%	0.0%
3MNN	1807	65.3%	4.4%	1101	60.9%	4.0%
3MNY	8	0.3%	0.0%	6	75.0%	0.0%
3MYN	167	6.0%	0.4%	111	66.5%	0.4%
3MYY	247	8.9%	0.6%	162	65.6%	0.6%
<b>Total</b>	<b>2767</b>	<b>100.0%</b>	<b>6.7%</b>	<b>1697</b>	<b>61.3%</b>	<b>6.2%</b>

<b>Asian:</b>	Count	% of Total Asian Stops	% of Total Stops	Number Tagged	% of Asian Tagged	% of Total Tagged
4FNN	877	24.0%	2.1%	604	68.9%	2.2%
4FNY	4	0.1%	0.0%	4	100.0%	0.0%
4FYN	11	0.3%	0.0%	7	63.6%	0.0%
4FYY	7	0.2%	0.0%	6	85.7%	0.0%
4MNN	2449	66.9%	5.9%	1542	63.0%	5.6%
4MNY	2	0.1%	0.0%	1	50.0%	0.0%
4MYN	88	2.4%	0.2%	51	58.0%	0.2%
4MYY	222	6.1%	0.5%	131	59.0%	0.5%
<b>Total</b>	<b>3660</b>	<b>100.0%</b>	<b>8.9%</b>	<b>2346</b>	<b>64.1%</b>	<b>8.5%</b>

<b>Native American:</b>	Count	% of Total Native Am. Stops	% of Total Stops	Number Tagged	% of Native Am. Tagged	% of Total Tagged
5FNN	70	34.0%	0.2%	37	52.9%	0.1%
5FNY	0	0.0%	0.0%	0	0.0%	0.0%
5FYN	3	1.5%	0.0%	2	66.7%	0.0%
5FYY	9	4.4%	0.0%	7	77.8%	0.0%
5MNN	102	49.5%	0.2%	66	64.7%	0.2%
5MNY	0	0.0%	0.0%	0	0.0%	0.0%
5MYN	5	2.4%	0.0%	3	60.0%	0.0%
5MYY	17	8.3%	0.0%	12	70.6%	0.0%
<b>Total</b>	<b>206</b>	<b>100.0%</b>	<b>0.5%</b>	<b>127</b>	<b>61.7%</b>	<b>0.5%</b>

<b>Other:</b>	Count	% of Total Other Stops	Number Tagged	% of Other Tagged
0	6	0.5%	0	0.0%
1,NN	1	0.1%	1	100.0%
1,YY	1	0.1%	1	100.0%
11NN	1	0.1%	1	100.0%
11YN	1	0.1%	1	100.0%
1BNN	2	0.2%	1	50.0%
1BYY	1	0.1%	1	100.0%
1FUN	1	0.1%	1	100.0%
1MN	11	0.9%	6	54.5%
1NN	4	0.3%	4	100.0%
1WNN	1	0.1%	1	100.0%
2BNN	20	1.6%	7	35.0%
2BYN	2	0.2%	1	50.0%
2BYY	5	0.4%	4	80.0%
2FOO	1	0.1%	1	100.0%
2GNN	1	0.1%	1	100.0%
2MBB	1	0.1%	0	0.0%
2MN	4	0.3%	2	50.0%
2MUN	1	0.1%	1	100.0%
2NN	1	0.1%	1	100.0%
2NNN	1	0.1%	0	0.0%
2NYY	1	0.1%	1	100.0%

**Key:**

**1st letter:**

1 = White  
2 = Black  
3 = Hispanic  
4 = Asian  
5 = Native American

**2nd letter:**

F = Female  
M = Male

**3rd letter:**

Was the driver frisked?  
Y = Yes  
N = No

**4th letter:**

Was the car searched?  
Y = Yes  
N = No

381	1	0.1%	1	100.0%
3HYY	1	0.1%	1	100.0%
3MN	1	0.1%	1	100.0%
3MYM	1	0.1%	1	100.0%
4MN	2	0.2%	0	0.0%
5MYM	1	0.1%	1	100.0%
6FNN	4	0.3%	4	100.0%
6MNN	21	1.7%	17	81.0%
AFNN	5	0.4%	1	20.0%
AMNN	2	0.2%	2	100.0%
B2NN	1	0.1%	1	100.0%
BANN	1	0.1%	0	0.0%
BFNN	10	0.8%	5	50.0%
BFYY	3	0.2%	3	100.0%
BMNN	28	2.3%	17	60.7%
BMYY	8	0.6%	6	75.0%
HFNN	1	0.1%	0	0.0%
HMNN	6	0.5%	2	33.3%
HMY Y	2	0.2%	1	50.0%
IMNN	3	0.2%	1	33.3%
MMNN	1	0.1%	0	0.0%
MNN	1	0.1%	0	0.0%
NA	1	0.1%	1	100.0%
OFNN	16	1.3%	16	100.0%
OMNN	69	5.6%	69	100.0%
QFNN	1	0.1%	1	100.0%
SMNN	1	0.1%	0	0.0%
TEST	1	0.1%	1	100.0%
UMNN	1	0.1%	1	100.0%
WFNN	27	2.2%	14	51.9%
WFYN	1	0.1%	0	0.0%
WFYY	2	0.2%	0	0.0%
WMNN	41	3.3%	7	17.1%
WMYN	2	0.2%	1	50.0%
WMYY	6	0.5%	2	33.3%
Y	1	0.1%	0	0.0%
YMNN	1	0.1%	1	100.0%
Blank	898	72.4%	538	59.9%
<b>Total</b>	<b>1241</b>	<b>100.0%</b>	<b>754</b>	<b>60.8%</b>

<b>Females:</b>		% of Total	% of Total
	Count	Females	Stops
FNN	12203	95.2%	29.6%
FNY	28	0.2%	0.1%
FYN	195	1.5%	0.5%
FYY	390	3.0%	0.9%
<b>Total</b>	<b>12816</b>	<b>100.0%</b>	<b>31.1%</b>

<b>Males:</b>	Count	% of Total	% of Total
		Males	Stops
MNN	24097	84.8%	58.4%
MNY	51	0.2%	0.1%
MYN	1214	4.3%	2.9%
MYY	3071	10.8%	7.4%
<b>Total</b>	<b>28433</b>	<b>100.0%</b>	<b>68.9%</b>

**Notes:**

\* Total Traffic Stop Count (not including "other" data) = 41249

\* Female/Male totals exclude 'Other' data.

\* Totals Included Traffic Stops- Advised (Incd 9925).

\* Examples to read code:

**1MYN**

1(white)

M(male)

Y(driver was frisked)

N(car was not searched)

**2FNY**

2(black)

F(female)

N(driver was not frisked)

Y(car was searched)

**Table 11: Summary Report for Traffic & Accident Division Stops**

Dates: April 15, 2000 - September 15th 2000

\* Stops for which incomplete data was recorded are included under the designation "other." These stops were not included in the total for purposes of calculating the percentage rates in this table.

<b>White:</b>	Count	% of Total White Stops	% of Total Stops	Number Tagged	% of White Tagged	% of Total Tagged
1FNN	2838	41.1%	30.7%	2836	99.9%	30.8%
1FNY	0	0.0%	0.0%	0	N/A	0.0%
1FYN	0	0.0%	0.0%	0	N/A	0.0%
1FYY	3	0.0%	0.0%	3	100.0%	0.0%
1MNN	4046	58.6%	43.8%	4041	99.9%	43.8%
1MNY	0	0.0%	0.0%	0	N/A	0.0%
1MYN	7	0.1%	0.1%	7	100.0%	0.1%
1MYY	10	0.1%	0.1%	7	70.0%	0.1%
<b>Total</b>	<b>6904</b>	<b>100.0%</b>	<b>74.8%</b>	<b>6894</b>	<b>99.9%</b>	<b>74.8%</b>

<b>Black:</b>	Count	% of Total Black Stops	% of Total Stops	Number Tagged	% of Black Tagged	% of Total Tagged
2FNN	496	34.4%	5.4%	496	100.0%	5.4%
2FNY	1	0.1%	0.0%	1	100.0%	0.0%
2FYN	0	0.0%	0.0%	0	N/A	0.0%
2FYY	1	0.1%	0.0%	1	100.0%	0.0%
2MNN	913	63.4%	9.9%	910	99.7%	9.9%
2MNY	3	0.2%	0.0%	3	100.0%	0.0%
2MYN	5	0.3%	0.1%	5	100.0%	0.1%
2MYY	21	1.5%	0.2%	21	100.0%	0.2%
<b>Total</b>	<b>1440</b>	<b>100.0%</b>	<b>15.6%</b>	<b>1437</b>	<b>99.8%</b>	<b>15.6%</b>

<b>Hispanic:</b>	Count	% of Total Hispanic Stops	% of Total Stops	Number Tagged	% of Hispanic Tagged	% of Total Tagged
3FNN	71	21.6%	0.8%	71	100.0%	0.8%
3FNY	0	0.0%	0.0%	0	0.0%	0.0%
3FYN	0	0.0%	0.0%	0	N/A	0.0%
3FYY	0	0.0%	0.0%	0	N/A	0.0%
3MNN	247	75.3%	2.7%	247	100.0%	2.7%
3MNY	0	0.0%	0.0%	0	N/A	0.0%
3MYN	3	0.9%	0.0%	3	100.0%	0.0%
3MYY	7	2.1%	0.1%	7	100.0%	0.1%
<b>Total</b>	<b>328</b>	<b>100.0%</b>	<b>3.6%</b>	<b>328</b>	<b>100.0%</b>	<b>3.6%</b>

<b>Asian:</b>	Count	% of Total Asian Stops	% of Total Stops	Number Tagged	% of Asian Tagged	% of Total Tagged
4FNN	171	32.0%	1.9%	171	100.0%	1.9%
4FNY	4	0.7%	0.0%	4	100.0%	0.0%
4FYN	2	0.4%	0.0%	2	100.0%	0.0%
4FYY	0	0.0%	0.0%	0	N/A	0.0%
4MNN	354	66.2%	3.8%	354	100.0%	3.8%
4MNY	0	0.0%	0.0%	0	N/A	0.0%
4MYN	2	0.4%	0.0%	2	100.0%	0.0%
4MYY	2	0.4%	0.0%	2	100.0%	0.0%
<b>Total</b>	<b>535</b>	<b>100.0%</b>	<b>5.8%</b>	<b>535</b>	<b>100.0%</b>	<b>5.8%</b>

<b>Native American:</b>	Count	% of Total Native Am. Stops	% of Total Stops	Number Tagged	% of Native Am. Tagged	% of Total Tagged
5FNN	13	50.0%	0.1%	13	100.0%	0.1%
5FNY	0	0.0%	0.0%	0	0.0%	0.0%
5FYN	0	0.0%	0.0%	0	N/A	0.0%
5FYY	2	7.7%	0.0%	2	100.0%	0.0%
5MNN	11	42.3%	0.1%	11	100.0%	0.1%
5MNY	0	0.0%	0.0%	0	0.0%	0.0%
5MYN	0	0.0%	0.0%	0	N/A	0.0%
5MYY	0	0.0%	0.0%	0	N/A	0.0%
<b>Total</b>	<b>26</b>	<b>100.0%</b>	<b>0.3%</b>	<b>26</b>	<b>100.0%</b>	<b>0.3%</b>

<b>Other:</b>	Count	% of Total Other Stops	Number Tagged	% of Other Tagged
OMNN	69	81.2%	N/A	N/A
OFNN	16	18.8%	N/A	N/A
<b>Total</b>	<b>85</b>	<b>100.0%</b>	<b>N/A</b>	<b>N/A</b>

<b>Females:</b>	Count	% of Total Females	% of Total Stops
FNN	3589	99.6%	38.9%
FNY	5	0.1%	0.1%
FYN	2	0.1%	0.0%
FYY	6	0.2%	0.1%
<b>Total</b>	<b>3602</b>	<b>100.0%</b>	<b>39.0%</b>

<b>Males:</b>	Count	% of Total Males	% of Total Stops
MNN	5571	98.9%	60.3%
MNY	3	0.1%	0.0%
MYN	17	0.3%	0.2%
MYY	40	0.7%	0.4%
<b>Total</b>	<b>5631</b>	<b>100.0%</b>	<b>61.0%</b>

**Key:**

**1st letter:**  
1 = White  
2 = Black  
3 = Hispanic  
4 = Asian  
5 = Native American

**2nd letter:**  
F = Female  
M = Male

**3rd letter:**  
Was the driver frisked?  
Y = Yes  
N = No

**4th letter:**  
Was the car searched?  
Y = Yes  
N = No

\* Total Traffic Stop Count (not including "other" data) = 9233

\* Female/Male totals exclude 'Other' data.

\* Totals Included Traffic Stops- Advised (Incd 9925).

\* Examples to read code:

**1MYN**

1(white)

M(male)

Y(driver was frisked)

N(car was not searched)

**2FNY**

2(black)

F(female)

N(driver was not frisked)

Y(car was searched)

**Table 12: Summary Report for Traffic Stop Data  
Excluding Traffic and Accident Division Stops**

Dates: April 15, 2000 - December 15, 2000

\* Stops for which incomplete data was recorded are included under the designation "other." These stops were not included in the total for purposes of calculating the percentage rates in this table.

<b>White:</b>	Count	% of Total White Stops	% of Total Stops	Number Tagged	% of White Tagged	% of Total Tagged
1FNN	5310	31.4%	16.6%	3195	60.2%	17.5%
1FNY	18	0.1%	0.1%	10	55.6%	0.1%
1FYN	92	0.5%	0.3%	59	64.1%	0.3%
1FYY	229	1.4%	0.7%	116	50.7%	0.6%
1MNN	9605	56.9%	30.0%	5596	58.3%	30.6%
1MNY	14	0.1%	0.0%	6	42.9%	0.0%
1MYN	415	2.5%	1.3%	245	59.0%	1.3%
1MYY	1201	7.1%	3.8%	635	52.9%	3.5%
<b>Total</b>	<b>16884</b>	<b>100.0%</b>	<b>52.7%</b>	<b>9862</b>	<b>58.4%</b>	<b>53.9%</b>

<b>Black:</b>	Count	% of Total Black Stops	% of Total Stops	Number Tagged	% of Black Tagged	% of Total Tagged
2FNN	2114	22.5%	6.6%	1133	53.6%	6.2%
2FNY	4	0.0%	0.0%	3	75.0%	0.0%
2FYN	71	0.8%	0.2%	56	78.9%	0.3%
2FYY	120	1.3%	0.4%	77	64.2%	0.4%
2MNN	5175	55.1%	16.2%	2566	49.6%	14.0%
2MNY	24	0.3%	0.1%	14	58.3%	0.1%
2MYN	527	5.6%	1.6%	367	69.6%	2.0%
2MYY	1353	14.4%	4.2%	931	68.8%	5.1%
<b>Total</b>	<b>9388</b>	<b>100.0%</b>	<b>29.3%</b>	<b>5147</b>	<b>54.8%</b>	<b>28.1%</b>

<b>Hispanic:</b>	Count	% of Total Hispanic Stops	% of Total Stops	Number Tagged	% of Hispanic Tagged	% of Total Tagged
3FNN	427	17.5%	1.3%	224	52.5%	1.2%
3FNY	1	0.0%	0.0%	1	0.0%	0.0%
3FYN	18	0.7%	0.1%	11	61.1%	0.1%
3FYY	21	0.9%	0.1%	10	47.6%	0.1%
3MNN	1560	64.0%	4.9%	854	54.7%	4.7%
3MNY	8	0.3%	0.0%	6	75.0%	0.0%
3MYN	164	6.7%	0.5%	108	65.9%	0.6%
3MYY	240	9.8%	0.7%	155	64.6%	0.8%
<b>Total</b>	<b>2439</b>	<b>100.0%</b>	<b>7.6%</b>	<b>1369</b>	<b>56.1%</b>	<b>7.5%</b>

<b>Asian:</b>	Count	% of Total Asian Stops	% of Total Stops	Number Tagged	% of Asian Tagged	% of Total Tagged
4FNN	706	22.6%	2.2%	433	61.3%	2.4%
4FNY	0	0.0%	0.0%	0	#DIV/0!	0.0%
4FYN	9	0.3%	0.0%	5	55.6%	0.0%
4FYY	7	0.2%	0.0%	6	85.7%	0.0%
4MNN	2095	67.0%	6.5%	1188	56.7%	6.5%
4MNY	2	0.1%	0.0%	1	50.0%	0.0%
4MYN	86	2.8%	0.3%	49	57.0%	0.3%
4MYY	220	7.0%	0.7%	129	58.6%	0.7%
<b>Total</b>	<b>3125</b>	<b>100.0%</b>	<b>9.8%</b>	<b>1811</b>	<b>58.0%</b>	<b>9.9%</b>

<b>Native American:</b>	Count	% of Total Native Am. Stops	% of Total Stops	Number Tagged	% of Native Am. Tagged	% of Total Tagged
5FNN	57	31.7%	0.2%	24	42.1%	0.1%
5FNY	0	0.0%	0.0%	0	0.0%	0.0%
5FYN	3	1.7%	0.0%	2	66.7%	0.0%
5FYY	7	3.9%	0.0%	5	71.4%	0.0%
5MNN	91	50.6%	0.3%	55	60.4%	0.3%
5MNY	0	0.0%	0.0%	0	0.0%	0.0%
5MYN	5	2.8%	0.0%	3	60.0%	0.0%
5MYY	17	9.4%	0.1%	12	70.6%	0.1%
<b>Total</b>	<b>180</b>	<b>100.0%</b>	<b>0.6%</b>	<b>101</b>	<b>56.1%</b>	<b>0.6%</b>

<b>Other:</b>	Count	% of Total Other Stops	Number Tagged	% of Other Tagged
0	6	0.5%	0	0.0%
1,NN	1	0.1%	1	100.0%
1,YY	1	0.1%	1	100.0%
11NN	1	0.1%	1	100.0%
11YN	1	0.1%	1	100.0%
1BNN	2	0.2%	1	50.0%
1BYY	1	0.1%	1	100.0%
1FUN	1	0.1%	1	100.0%
1MN	11	1.0%	6	54.5%
1NN	4	0.3%	4	100.0%
1WNN	1	0.1%	1	100.0%
2BNN	20	1.7%	7	35.0%
2BYN	2	0.2%	1	50.0%
2BYY	5	0.4%	4	80.0%
2FOO	1	0.1%	1	100.0%
2GNN	1	0.1%	1	100.0%
2MBB	1	0.1%	0	0.0%
2MN	4	0.3%	2	50.0%
2MUN	1	0.1%	1	100.0%
2NN	1	0.1%	1	100.0%
2NNN	1	0.1%	0	0.0%
2NYY	1	0.1%	1	100.0%
381	1	0.1%	1	100.0%
3HYY	1	0.1%	1	100.0%

**Key:**

**1st letter:**  
1 = White  
2 = Black  
3 = Hispanic  
4 = Asian  
5 = Native American

**2nd letter:**  
F = Female  
M = Male

**3rd letter:**  
Was the driver frisked?  
Y = Yes  
N = No

**4th letter:**  
Was the car searched?  
Y = Yes  
N = No

3MN	1	0.1%	1	100.0%
3MYM	1	0.1%	1	100.0%
4MN	2	0.2%	0	0.0%
5MYM	1	0.1%	1	100.0%
6FNN	4	0.3%	4	100.0%
6MNN	21	1.8%	17	81.0%
AFNN	5	0.4%	1	20.0%
AMNN	2	0.2%	2	100.0%
B2NN	1	0.1%	1	100.0%
BANN	1	0.1%	0	0.0%
BFNN	10	0.9%	5	50.0%
BFYY	3	0.3%	3	100.0%
BMNN	28	2.4%	17	60.7%
BMYY	8	0.7%	6	75.0%
HFNN	1	0.1%	0	0.0%
HMNN	6	0.5%	2	33.3%
HMYY	2	0.2%	1	50.0%
IMNN	3	0.3%	1	33.3%
MMNN	1	0.1%	0	0.0%
MNN	1	0.1%	0	0.0%
NA	1	0.1%	1	100.0%
QFNN	1	0.1%	1	100.0%
SMNN	1	0.1%	0	0.0%
TEST	1	0.1%	1	100.0%
UMNN	1	0.1%	1	100.0%
WFNN	27	2.3%	14	51.9%
WFYN	1	0.1%	0	0.0%
WFYY	2	0.2%	0	0.0%
WMNN	41	3.5%	7	17.1%
WMYN	2	0.2%	1	50.0%
WMYY	6	0.5%	2	33.3%
Y	1	0.1%	0	0.0%
YMNN	1	0.1%	1	100.0%
Blank	898	77.7%	538	59.9%
<b>Total</b>	<b>1156</b>	<b>100.0%</b>	<b>669</b>	<b>57.9%</b>

<b>Females:</b>			<b>Males:</b>				
	Count	% of Total Females	% of Total Stops		Count	% of Total Males	% of Total Stops
FNN	8614	93.5%	26.9%	MNN	18526	81.2%	57.9%
FNY	23	0.2%	0.1%	MNY	48	0.2%	0.1%
FYN	193	2.1%	0.6%	MYN	1197	5.2%	3.7%
FYY	384	4.2%	1.2%	MYY	3031	13.3%	9.5%
<b>Total</b>	<b>9214</b>	<b>100.0%</b>	<b>28.8%</b>	<b>Total</b>	<b>22802</b>	<b>100.0%</b>	<b>71.2%</b>

**Notes:**

- \* Total Traffic Stop Count (not including "other" data) = 32,016
- \* Female/Male totals exclude 'Other' data.
- \* Toals Included Traffic Stops- Advised (Incd 9925).

\* Examples to read code:

**1MYN**

1(white)

N(car was not searched)

**2FNY**

2(black)

F(female)

N(driver was not frisked)

Y(car was searched)

**Table 13: Summary Report for Traffic Stop Data  
Excluding Traffic and Accident Division Stops\***

Dates: April 15, 2000 - September 15th 2000

\* Stops for which incomplete data was recorded are included under the designation "other." These stops were not included in the total for purposes of calculating the percentage rates in this table.

<b>White:</b>	Count	% of Total White Stops	% of Total Stops	Number Tagged	% of White Tagged	% of Total Tagged
1FNN	2627	28.8%	14.3%	1389	52.9%	13.9%
1FNY	11	0.1%	0.1%	6	54.5%	0.1%
1FYN	58	0.6%	0.3%	38	65.5%	0.4%
1FYY	164	1.8%	0.9%	82	50.0%	0.8%
1MNN	5178	56.8%	28.1%	2782	53.7%	27.9%
1MNY	8	0.1%	0.0%	4	50.0%	0.0%
1MYN	266	2.9%	1.4%	164	61.7%	1.6%
1MYY	799	8.8%	4.3%	430	53.8%	4.3%
<b>Total</b>	<b>9111</b>	<b>100.0%</b>	<b>49.5%</b>	<b>4895</b>	<b>53.7%</b>	<b>49.1%</b>

<b>Black:</b>	Count	% of Total Black Stops	% of Total Stops	Number Tagged	% of Black Tagged	% of Total Tagged
2FNN	1251	21.6%	6.8%	637	50.9%	6.4%
2FNY	2	0.0%	0.0%	2	100.0%	0.0%
2FYN	45	0.8%	0.2%	38	84.4%	0.4%
2FYY	78	1.3%	0.4%	53	67.9%	0.5%
2MNN	3176	54.9%	17.2%	1545	48.6%	15.5%
2MNY	14	0.2%	0.1%	10	71.4%	0.1%
2MYN	352	6.1%	1.9%	236	67.0%	2.4%
2MYY	869	15.0%	4.7%	591	68.0%	5.9%
<b>Total</b>	<b>5787</b>	<b>100.0%</b>	<b>31.4%</b>	<b>3112</b>	<b>53.8%</b>	<b>31.2%</b>

<b>Hispanic:</b>	Count	% of Total Hispanic Stops	% of Total Stops	Number Tagged	% of Hispanic Tagged	% of Total Tagged
3FNN	263	17.4%	1.4%	138	52.5%	1.4%
3FNY	0	0.0%	0.0%	0	N/A	0.0%
3FYN	12	0.8%	0.1%	8	66.7%	0.1%
3FYY	11	0.7%	0.1%	3	27.3%	0.0%
3MNN	947	62.5%	5.1%	506	53.4%	5.1%
3MNY	4	0.3%	0.0%	3	75.0%	0.0%
3MYN	105	6.9%	0.6%	65	61.9%	0.7%
3MYY	172	11.4%	0.9%	107	62.2%	1.1%
<b>Total</b>	<b>1514</b>	<b>100.0%</b>	<b>8.2%</b>	<b>830</b>	<b>54.8%</b>	<b>8.3%</b>

<b>Asian:</b>	Count	% of Total Asian Stops	% of Total Stops	Number Tagged	% of Asian Tagged	% of Total Tagged
4FNN	380	20.1%	2.1%	223	58.7%	2.2%
4FNY	0	0.0%	0.0%	0	N/A	0.0%
4FYN	4	0.2%	0.0%	3	75.0%	0.0%
4FYY	5	0.3%	0.0%	4	N/A	0.0%
4MNN	1282	67.8%	7.0%	711	55.5%	7.1%
4MNY	2	0.1%	0.0%	1	N/A	0.0%
4MYN	59	3.1%	0.3%	36	61.0%	0.4%
4MYY	160	8.5%	0.9%	91	56.9%	0.9%
<b>Total</b>	<b>1892</b>	<b>100.0%</b>	<b>10.3%</b>	<b>1069</b>	<b>56.5%</b>	<b>10.7%</b>

<b>Native American:</b>	Count	% of Total Native Am. Stops	% of Total Stops	Number Tagged	% of Native Am. Tagged	% of Total Tagged
5FNN	39	33.6%	0.2%	16	41.0%	0.2%
5FNY	0	0.0%	0.0%	0	0.0%	0.0%
5FYN	2	1.7%	0.0%	2	N/A	0.0%
5FYY	4	3.4%	0.0%	2	50.0%	0.0%
5MNN	57	49.1%	0.3%	38	66.7%	0.4%
5MNY	0	0.0%	0.0%	0	0.0%	0.0%
5MYN	3	2.6%	0.0%	1	N/A	0.0%
5MYY	11	9.5%	0.1%	8	N/A	0.1%
<b>Total</b>	<b>116</b>	<b>100.0%</b>	<b>0.6%</b>	<b>67</b>	<b>57.8%</b>	<b>0.7%</b>

<b>Other:</b>	Count	% of Total Other Stops	Number Tagged	% of Other Ticketed
0	6	0.9%	0	0.0%
1,NN	1	0.1%	1	100.0%
1BNN	2	0.3%	1	50.0%
1BYY	1	0.1%	1	100.0%
1MN	3	0.4%	1	33.3%
1NN	1	0.1%	1	100.0%
2BNN	19	2.7%	6	31.6%
2BYN	2	0.3%	1	50.0%
2BYY	5	0.7%	4	80.0%
2FOO	1	0.1%	1	100.0%
2MN	3	0.4%	2	66.7%
2MUN	1	0.1%	1	100.0%
2NYY	1	0.1%	1	100.0%
381	1	0.1%	1	100.0%
3HYY	1	0.1%	1	100.0%
4MN	1	0.1%	0	0.0%
6MNN	1	0.1%	0	0.0%
AFNN	4	0.6%	1	25.0%
AMNN	2	0.3%	2	100.0%
BANN	1	0.1%	0	0.0%
BFNN	7	1.0%	3	42.9%
BFYY	3	0.4%	3	100.0%
BMNN	23	3.3%	14	60.9%

BMY	7	1.0%	6	85.7%
HFNN	1	0.1%	0	0.0%
HMNN	5	0.7%	1	20.0%
HMY	2	0.3%	1	50.0%
IMNN	1	0.1%	0	0.0%
MMNN	1	0.1%	1	100.0%
MNN	1	0.1%	0	0.0%
NA	1	0.1%	1	100.0%
SMNN	1	0.1%	0	0.0%
TEST	1	0.1%	1	100.0%
UMNN	1	0.1%	1	100.0%
WFNN	18	2.6%	7	38.9%
WFYN	1	0.1%	0	0.0%
WFYY	1	0.1%	0	0.0%
WMNN	38	5.5%	6	15.8%
WMYN	2	0.3%	1	50.0%
WYY	5	0.7%	1	20.0%
Y	1	0.1%	0	0.0%
YMNN	1	0.1%	1	100.0%
Blank	515	74.2%	230	44.7%
<b>Total</b>	<b>694</b>	<b>100.0%</b>	<b>304</b>	<b>43.8%</b>

<b>Females:</b>	% of Total	
	Count	Stops
FNN	4560	24.8%
FNY	13	0.1%
FYN	121	0.7%
FYY	262	1.4%
<b>Total</b>	<b>4956</b>	<b>26.9%</b>

<b>Males:</b>	% of Total	
	Count	Stops
MNN	10640	57.8%
MNY	28	0.2%
MYN	785	4.3%
MYY	2011	10.9%
<b>Total</b>	<b>13464</b>	<b>73.1%</b>

**Key:**  
**1st letter:**  
1 = White  
2 = Black  
3 = Hispanic  
4 = Asian  
5 = Native American  
  
**2nd letter:**  
F = Female  
M = Male  
  
**3rd letter:**  
Was the driver frisked?  
Y = Yes  
N = No  
  
**4th letter:**  
Was the car searched?  
Y = Yes  
N = No

\* Total Traffic Stop Count (not including "other" data) = 18420  
\* Female/Male totals exclude 'Other' data.  
\* Totals Included Traffic Stops- Advised (Incd 9925).

\* Examples to read code:

**1MYN**

1(white)

M(male)

Y(driver was frisked)

N(car was not searched)

**2FNY**

2(black)

F(female)

N(driver was not frisked)

Y(car was searched)

**Table 14: Traffic Stop Type and 2000 Population Data**

Stop Dates: April 15, 2000 - December 15, 2000

Count	Stops			2000 City Population	
	Total	Traffic and Accident Div.	All Other	Total	Ages 18+
White-Non Hispanic	23788	6904	16884	186583	152542
Black	10828	1440	9388	34861	21302
Hispanic*	2767	328	2439	20756	13076
Asian**	3660	535	3125	37784	18731
Native American	206	26	180	4542	2808
<b>Total***</b>	<b>41249</b>	<b>9233</b>	<b>32016</b>	<b>284526</b>	<b>208459</b>

Percent by Race	Stops			2000 City Population	
	Total	Traffic and Accident Div.	All Other	Total***	Ages 18+
White-Non Hispanic	57.67%	74.78%	52.74%	65.58%	73.18%
Black	26.25%	15.60%	29.32%	12.25%	10.22%
Hispanic*	6.71%	3.55%	7.62%	7.29%	6.27%
Asian**	8.87%	5.79%	9.76%	13.28%	8.99%
Native American	0.50%	0.28%	0.56%	1.60%	1.35%

Percent of Total	Total	Traffic and Accident Div.	All Other
White-Non Hispanic	100.00%	29.02%	70.98%
Black	100.00%	13.30%	86.70%
Hispanic*	100.00%	11.85%	88.15%
Asian**	100.00%	14.62%	85.38%
Native American	100.00%	12.62%	87.38%

Data Source: 2000 St. Paul Police, 2000 U.S. Census Bureau, Redistricting Deterministic Equal Fraction Assignment was used to aggregate multi-race responses

\* Hispanic include Hispanics/Latinos of White or Other Race categories

\*\* Includes Native Hawaiian/Pacific Islanders in 2000 city population

\*\*\*Total does not include Non-Hispanic persons of the Other Race Category

**Table 15: Traffic Stop Type and 1990 Population Data**

Stop Dates: April 15, 2000 - December 15, 2000

Count	Stops			1990 City Population		Automobiles Owned	
	Total	Traffic and Accident Div.	All Other	Total	Ages 16 to 79	In Households None	One or More
White	23788	6904	16884	224302	173012	15646	81705
Black	10828	1440	9388	20330	13088	2483	4239
Hispanic*	2767	328	2439	10318	6244	713	1050
Asian	3660	535	3125	18998	9483	1251	2544
Native American	206	26	180	3400	2163	383	597
<b>Total</b>	<b>41249</b>	<b>9233</b>	<b>32016</b>	<b>272235</b>	<b>200979</b>	<b>20114</b>	<b>90135</b>

Percent by Race	Stops			1990 City Population		Automobiles Owned	
	Total	Traffic and Accident Div.	All Other	Total	Ages 16 to 79	In Households None	One or More
White	57.67%	74.78%	52.74%	82.39%	86.08%	77.79%	90.65%
Black	26.25%	15.60%	29.32%	7.47%	6.51%	12.34%	4.70%
Hispanic*	6.71%	3.55%	7.62%	3.79%	3.11%	3.54%	1.16%
Asian	8.87%	5.79%	9.76%	6.98%	4.72%	6.22%	2.82%
Native American	0.50%	0.28%	0.56%	1.25%	1.08%	1.90%	0.66%

Stops	Traffic and Accident Div.		
Percent of Total	Total	All Other	
White	100.00%	29.02%	70.98%
Black	100.00%	13.30%	86.70%
Hispanic*	100.00%	11.85%	88.15%
Asian	100.00%	14.62%	85.38%
Native American	100.00%	12.62%	87.38%

HH Auto Ownership	Percent of Total		
	Total	None	One or More
White	100.00%	16.07%	83.93%
Black	100.00%	36.94%	63.06%
Hispanic*	100.00%	40.44%	59.56%
Asian	100.00%	32.96%	67.04%
Native American	100.00%	39.08%	60.92%

Data Source: 2000 St. Paul Police, 1990 U.S. Census Bureau, STF3

\* Hispanics can be of any race and do not add into the total percentages of 1990 population data

**Table 16: Stops and Expected Stop Differences by Tract**

TRACT	Stops by Race/Ethnicity Age 18 and Over					
	TOTSTOP	White	African Am.	Hispanic	Asian	American Indian
0301.00	20	16	2	0	1	1
0302.00	192	136	27	10	19	0
0303.00	128	88	22	4	14	0
0304.00	273	146	68	18	39	2
0305.00	1163	662	232	86	180	3
0306.01	305	136	85	25	59	0
0306.02	186	126	33	7	20	0
0307.02	111	81	17	5	8	0
0307.03	63	46	7	4	6	0
0307.04	178	98	44	13	21	2
0308.00	612	332	159	43	75	3
0309.00	970	447	283	73	159	8
0310.00	1249	641	304	119	179	6
0311.00	694	364	140	60	127	3
0312.00	265	163	55	12	34	1
0313.00	638	355	162	50	68	3
0314.00	563	302	151	52	53	5
0315.00	935	418	316	98	96	7
0316.00	613	306	177	57	61	12
0317.00	1041	434	331	112	157	7
0318.01	551	342	126	36	45	2
0318.02	111	77	24	5	5	0
0319.00	495	352	95	18	27	3
0320.00	276	209	39	17	10	1
0321.00	227	146	48	16	17	0
0322.00	103	50	38	5	10	0
0323.00	233	111	90	12	10	10
0324.00	324	133	150	13	28	0
0325.00	1488	408	870	53	152	5
0326.00	729	227	345	30	119	8
0327.00	500	176	198	34	88	4
0328.00	491	245	144	50	48	4
0329.00	165	76	46	13	30	0
0330.00	1025	468	325	91	135	6
0331.00	1351	583	445	144	164	15
0332.00	171	121	37	4	7	2
0333.00	86	58	22	2	4	0
0334.00	806	433	280	38	50	5
0335.00	1293	355	807	40	87	4
0336.00	396	155	175	25	41	0
0337.00	361	148	143	29	39	2
0338.00	412	91	299	7	13	2
0339.00	181	60	110	3	7	1
0340.00	43	20	20	1	2	0
0342.00	1410	894	327	99	82	8
0344.00	633	342	179	50	60	2
0345.00	371	165	128	28	48	2

Stops by Race/Ethnicity Age 18 and Over

TRACT	TOTSTOP	White	African Am.	Hispanic	Asian	American Indian
0346.01	274	135	80	25	34	0
0346.02	174	90	46	20	18	0
0347.01	455	301	91	19	42	2
0347.02	104	66	31	5	2	0
0348.00	241	186	35	9	8	3
0349.00	111	99	7	0	5	0
0350.00	76	56	11	4	3	2
0351.00	224	148	46	7	23	0
0352.00	181	147	22	7	5	0
0353.00	235	160	60	5	8	2
0354.00	171	81	84	1	4	1
0355.00	125	37	81	2	3	2
0356.00	178	130	35	10	2	1
0357.00	60	49	8	2	1	0
0358.00	85	59	19	3	4	0
0359.00	96	70	15	5	5	1
0360.00	232	174	26	22	8	2
0361.00	465	257	55	125	22	6
0362.00	132	115	10	3	1	3
0363.00	47	44	2	0	1	0
0364.00	83	68	11	4	0	0
0365.00	78	68	7	1	1	1
0366.00	182	138	28	3	12	1
0367.00	343	268	41	11	21	2
0368.00	231	175	27	16	12	1
0369.00	395	302	49	30	12	2
0370.00	146	110	13	15	8	0
0371.00	580	330	62	149	33	6
0372.00	480	221	44	186	26	3
0374.02	120	94	22	2	2	0
0374.03	290	208	59	8	13	2
0374.04	125	95	21	5	4	0
0375.00	296	237	31	14	12	2
0376.01	192	158	18	8	7	1
0376.02	83	49	15	11	8	0

Expected Stops by Race and Ethnicity Age 18 and Over

TRACT	White	African Am.	Hispanic	Asian/Pac. Isl	American Indian
0301.00	17.04	0.59	0.34	1.90	0.13
0302.00	166.81	11.01	3.95	9.17	1.06
0303.00	119.12	2.66	1.72	3.52	0.98
0304.00	185.45	55.03	12.36	16.92	3.25
0305.00	581.50	181.43	60.24	329.55	10.28
0306.01	144.39	39.70	46.68	69.97	4.26
0306.02	154.01	7.22	7.95	15.17	1.66
0307.02	98.12	3.02	2.86	6.05	0.95
0307.03	51.29	1.33	2.73	7.03	0.62

Expected Stops by Race and Ethnicity Age 18 and Over

TRACT	White	African Am.	Hispanic	Asian/Pac. Isl	American Indian
0307.04	119.64	21.67	9.87	23.81	3.00
0308.00	422.31	60.52	37.64	80.57	10.97
0309.00	534.05	112.90	101.48	203.81	17.76
0310.00	741.37	127.95	105.37	251.72	22.58
0311.00	552.39	28.83	32.15	71.70	8.93
0312.00	213.88	23.47	9.53	13.59	4.53
0313.00	412.58	80.27	57.81	71.54	15.80
0314.00	355.78	68.66	56.80	63.98	17.79
0315.00	451.35	142.33	101.60	208.82	30.90
0316.00	373.66	52.28	62.28	107.12	17.66
0317.00	441.70	148.61	184.78	239.31	26.61
0318.01	379.74	54.94	41.03	63.81	11.48
0318.02	97.38	4.47	3.25	4.79	1.11
0319.00	369.45	62.10	16.20	43.65	3.60
0320.00	220.22	34.52	9.75	7.50	4.00
0321.00	182.75	23.75	8.42	8.50	3.58
0322.00	81.69	13.02	3.30	3.90	1.10
0323.00	179.33	29.58	7.35	13.58	3.16
0324.00	166.22	88.12	12.72	51.38	5.57
0325.00	495.64	350.12	102.03	507.46	32.76
0326.00	228.58	120.59	86.53	277.63	15.67
0327.00	148.37	123.11	51.68	167.83	9.00
0328.00	284.98	40.84	98.02	56.27	10.89
0329.00	33.53	37.97	6.56	86.05	0.89
0330.00	517.15	187.40	92.99	190.98	36.48
0331.00	840.99	184.92	89.52	209.66	25.91
0332.00	132.31	16.15	11.92	5.53	5.09
0333.00	78.37	3.10	1.99	1.86	0.68
0334.00	497.27	202.85	28.62	64.86	12.40
0335.00	184.62	900.68	39.10	148.72	19.87
0336.00	22.53	246.61	14.60	109.33	2.92
0337.00	124.60	104.39	46.14	80.82	5.05
0338.00	127.45	240.22	10.76	23.79	9.78
0339.00	97.30	64.99	3.40	10.96	4.35
0340.00	32.65	7.41	1.22	1.16	0.56
0342.00	1007.34	233.87	80.59	68.06	20.15
0344.00	400.46	71.38	73.63	61.99	25.55
0345.00	237.95	34.56	32.38	59.32	6.80
0346.01	196.80	21.54	18.89	31.29	5.47
0346.02	118.97	13.48	12.42	26.42	2.71
0347.01	337.58	43.44	25.15	43.44	5.39
0347.02	81.11	9.63	5.66	6.11	1.50
0348.00	229.18	4.30	2.55	4.43	0.54
0349.00	104.92	1.45	1.50	2.88	0.25
0350.00	71.05	1.48	1.37	1.81	0.29
0351.00	196.36	9.29	5.14	12.28	0.92
0352.00	168.68	4.33	3.06	3.80	1.13

Expected Stops by Race and Ethnicity Age 18 and Over

TRACT	White	African Am.	Hispanic	Asian/Pac. Isl	American Indian
0353.00	197.04	25.93	4.61	5.82	1.59
0354.00	119.21	40.22	4.96	4.86	1.75
0355.00	104.21	12.13	3.87	3.64	1.14
0356.00	164.08	3.96	4.47	4.72	0.77
0357.00	57.82	0.84	0.65	0.50	0.19
0358.00	78.68	2.56	1.56	1.71	0.49
0359.00	76.68	8.46	5.96	2.59	2.31
0360.00	183.63	19.49	18.79	3.99	6.11
0361.00	111.90	47.70	200.62	95.41	9.36
0362.00	124.58	2.12	1.97	2.84	0.49
0363.00	43.47	1.11	0.84	1.42	0.17
0364.00	78.77	1.16	1.05	1.63	0.39
0365.00	73.95	1.17	1.36	1.07	0.44
0366.00	172.88	2.79	2.24	3.39	0.71
0367.00	302.95	11.70	16.85	7.24	4.26
0368.00	201.63	7.92	9.70	6.77	4.98
0369.00	337.57	16.18	19.68	12.40	9.17
0370.00	117.51	3.70	18.92	3.14	2.72
0371.00	367.23	30.70	135.71	35.06	11.31
0372.00	251.59	27.83	167.88	18.40	14.31
0374.02	102.05	7.13	3.48	6.48	0.86
0374.03	210.75	53.69	10.19	11.37	4.01
0374.04	0.00	0.00	0.00	0.00	0.00
0375.00	274.03	7.96	5.17	7.40	1.43
0376.01	175.88	5.30	3.87	6.02	0.94
0376.02	56.37	11.09	10.57	4.41	0.55

Absolute Difference Between Stops and Expected Stops 18+

TRACT	White	African Am.	Hispanic	Asian/Pac. Isl	American Indian
0301.00	-1.04	1.41	-0.34	-0.9	0.87
0302.00	-30.81	15.99	6.05	9.8	-1.06
0303.00	-31.12	19.34	2.28	10.5	-0.98
0304.00	-39.45	12.97	5.64	22.1	-1.25
0305.00	80.50	50.57	25.76	-149.6	-7.28
0306.01	-8.39	45.30	-21.68	-11.0	-4.26
0306.02	-28.01	25.78	-0.95	4.8	-1.66
0307.02	-17.12	13.98	2.14	2.0	-0.95
0307.03	-5.29	5.67	1.27	-1.0	-0.62
0307.04	-21.64	22.33	3.13	-2.8	-1.00
0308.00	-90.31	98.48	5.36	-5.6	-7.97
0309.00	-87.05	170.10	-28.48	-44.8	-9.76
0310.00	-100.37	176.05	13.63	-72.7	-16.58
0311.00	-188.39	111.17	27.85	55.3	-5.93
0312.00	-50.88	31.53	2.47	20.4	-3.53
0313.00	-57.58	81.73	-7.81	-3.5	-12.80
0314.00	-53.78	82.34	-4.80	-11.0	-12.79
0315.00	-33.35	173.67	-3.60	-112.8	-23.90
0316.00	-67.66	124.72	-5.28	-46.1	-5.66
0317.00	-7.70	182.39	-72.78	-82.3	-19.61
0318.01	-37.74	71.06	-5.03	-18.8	-9.48

**Absolute Difference Between Stops and Expected Stops 18+**

TRACT	White	African Am.	Hispanic	Asian/Pac. Isl	American Indian
0318.02	-20.38	19.53	1.75	0.2	-1.11
0319.00	-17.45	32.90	1.80	-16.7	-0.60
0320.00	-11.22	4.48	7.25	2.5	-3.00

**Absolute Difference Between Stops and Expected Stops 18+**

TRACT	White	African Am.	Hispanic	Asian/Pac. Isl	American Indian
0321.00	-36.75	24.25	7.58	8.5	-3.58
0322.00	-31.69	24.98	1.70	6.1	-1.10
0323.00	-68.33	60.42	4.65	-3.6	6.84
0324.00	-33.22	61.88	0.28	-23.4	-5.57
0325.00	-87.64	519.88	-49.03	-355.5	-27.76
0326.00	-1.58	224.41	-56.53	-158.6	-7.67
0327.00	27.63	74.89	-17.68	-79.8	-5.00
0328.00	-39.98	103.16	-48.02	-8.3	-6.89
0329.00	42.47	8.03	6.44	-56.1	-0.89
0330.00	-49.15	137.60	-1.99	-56.0	-30.48
0331.00	-257.99	260.08	54.48	-45.7	-10.91
0332.00	-11.31	20.85	-7.92	1.5	-3.09
0333.00	-20.37	18.90	0.01	2.1	-0.68
0334.00	-64.27	77.15	9.38	-14.9	-7.40
0335.00	170.38	-93.68	0.90	-61.7	-15.87
0336.00	132.47	-71.61	10.40	-68.3	-2.92
0337.00	23.40	38.61	-17.14	-41.8	-3.05
0338.00	-36.45	58.78	-3.76	-10.8	-7.78
0339.00	-37.30	45.01	-0.40	-4.0	-3.35
0340.00	-12.65	12.59	-0.22	0.8	-0.56
0342.00	-113.34	93.13	18.41	13.9	-12.15
0344.00	-58.46	107.62	-23.63	-2.0	-23.55
0345.00	-72.95	93.44	-4.38	-11.3	-4.80
0346.01	-61.80	58.46	6.11	2.7	-5.47
0346.02	-28.97	32.52	7.58	-8.4	-2.71
0347.01	-36.58	47.56	-6.15	-1.4	-3.39
0347.02	-15.11	21.37	-0.66	-4.1	-1.50
0348.00	-43.18	30.70	6.45	3.6	2.46
0349.00	-5.92	5.55	-1.50	2.1	-0.25
0350.00	-15.05	9.52	2.63	1.2	1.71
0351.00	-48.36	36.71	1.86	10.7	-0.92
0352.00	-21.68	17.67	3.94	1.2	-1.13
0353.00	-37.04	34.07	0.39	2.2	0.41
0354.00	-38.21	43.78	-3.96	-0.9	-0.75
0355.00	-67.21	68.87	-1.87	-0.6	0.86
0356.00	-34.08	31.04	5.53	-2.7	0.23
0357.00	-8.82	7.16	1.35	0.5	-0.19
0358.00	-19.68	16.44	1.44	2.3	-0.49
0359.00	-6.68	6.54	-0.96	2.4	-1.31
0360.00	-9.63	6.51	3.21	4.0	-4.11
0361.00	145.10	7.30	-75.62	-73.4	-3.36
0362.00	-9.58	7.88	1.03	-1.8	2.51
0363.00	0.53	0.89	-0.84	-0.4	-0.17

**Absolute Difference Between Stops and Expected Stops 18+**

TRACT	White	African Am.	Hispanic	Asian/Pac. Isl	American Indian
0364.00	-10.77	9.84	2.95	-1.6	-0.39
0365.00	-5.95	5.83	-0.36	-0.1	0.56
0366.00	-34.88	25.21	0.76	8.6	0.29
0367.00	-34.95	29.30	-5.85	13.8	-2.26
0368.00	-26.63	19.08	6.30	5.2	-3.98
0369.00	-35.57	32.82	10.32	-0.4	-7.17
0370.00	-7.51	9.30	-3.92	4.9	-2.72
0371.00	-37.23	31.30	13.29	-2.1	-5.31
0372.00	-30.59	16.17	18.12	7.6	-11.31
0374.02	-8.05	14.87	-1.48	-4.5	-0.86
0374.03	-2.75	5.31	-2.19	1.6	-2.01
0374.04	95.00	21.00	5.00	4.0	0.00
0375.00	-37.03	23.04	8.83	4.6	0.57
0376.01	-17.88	12.70	4.13	1.0	0.06
0376.02	-7.37	3.91	0.43	3.6	-0.55

**Percent Difference Between Stops and Expected Stops 18+**

TRACT	White	African Am.	Hispanic	Asian/Pac. Isl	American Indian
0301.00	-6.00%	239.00%	-100.00%	-47.00%	669.00%
0302.00	-18.00%	145.00%	153.00%	107.00%	-100.00%
0303.00	-26.00%	727.00%	133.00%	298.00%	-100.00%
0304.00	-21.00%	24.00%	46.00%	130.00%	-38.00%
0305.00	14.00%	28.00%	43.00%	-45.00%	-71.00%
0306.01	-6.00%	114.00%	-46.00%	-16.00%	-100.00%
0306.02	-18.00%	357.00%	-12.00%	32.00%	-100.00%
0307.02	-17.00%	463.00%	75.00%	32.00%	-100.00%
0307.03	-10.00%	426.00%	47.00%	-15.00%	-100.00%
0307.04	-18.00%	103.00%	32.00%	-12.00%	-33.00%
0308.00	-21.00%	163.00%	14.00%	-7.00%	-73.00%
0309.00	-16.00%	151.00%	-28.00%	-22.00%	-55.00%
0310.00	-14.00%	138.00%	13.00%	-29.00%	-73.00%
0311.00	-34.00%	386.00%	87.00%	77.00%	-66.00%
0312.00	-24.00%	134.00%	26.00%	150.00%	-78.00%
0313.00	-14.00%	102.00%	-14.00%	-5.00%	-81.00%
0314.00	-15.00%	120.00%	-8.00%	-17.00%	-72.00%
0315.00	-7.00%	122.00%	-4.00%	-54.00%	-77.00%
0316.00	-18.00%	239.00%	-8.00%	-43.00%	-32.00%
0317.00	-2.00%	123.00%	-39.00%	-34.00%	-74.00%
0318.01	-10.00%	129.00%	-12.00%	-29.00%	-83.00%
0318.02	-21.00%	437.00%	54.00%	4.00%	-100.00%
0319.00	-5.00%	53.00%	11.00%	-38.00%	-17.00%
0320.00	-5.00%	13.00%	74.00%	33.00%	-75.00%
0321.00	-20.00%	102.00%	90.00%	100.00%	-100.00%
0322.00	-39.00%	192.00%	52.00%	156.00%	-100.00%
0323.00	-38.00%	204.00%	63.00%	-26.00%	216.00%

Percent Difference Between Stops and Expected Stops 18+

TRACT	White	African Am.	Hispanic	Asian/Pac. Isl	American Indian
0324.00	-20.00%	70.00%	2.00%	-46.00%	-100.00%
0325.00	-18.00%	148.00%	-48.00%	-70.00%	-85.00%
0326.00	-1.00%	186.00%	-65.00%	-57.00%	-49.00%
0327.00	19.00%	61.00%	-34.00%	-48.00%	-56.00%
0328.00	-14.00%	253.00%	-49.00%	-15.00%	-63.00%
0329.00	127.00%	21.00%	98.00%	-65.00%	-100.00%
0330.00	-10.00%	73.00%	-2.00%	-29.00%	-84.00%
0331.00	-31.00%	141.00%	61.00%	-22.00%	-42.00%
0332.00	-9.00%	129.00%	-66.00%	27.00%	-61.00%
0333.00	-26.00%	610.00%	1.00%	115.00%	-100.00%
0334.00	-13.00%	38.00%	33.00%	-23.00%	-60.00%
0335.00	92.00%	-10.00%	2.00%	-42.00%	-80.00%
0336.00	588.00%	-29.00%	71.00%	-62.00%	-100.00%
0337.00	19.00%	37.00%	-37.00%	-52.00%	-60.00%
0338.00	-29.00%	24.00%	-35.00%	-45.00%	-80.00%
0339.00	-38.00%	69.00%	-12.00%	-36.00%	-77.00%
0340.00	-39.00%	170.00%	-18.00%	72.00%	-100.00%
0342.00	-11.00%	40.00%	23.00%	20.00%	-60.00%
0344.00	-15.00%	151.00%	-32.00%	-3.00%	-92.00%
0345.00	-31.00%	270.00%	-14.00%	-19.00%	-71.00%
0346.01	-31.00%	271.00%	32.00%	9.00%	-100.00%
0346.02	-24.00%	241.00%	61.00%	-32.00%	-100.00%
0347.01	-11.00%	109.00%	-24.00%	-3.00%	-63.00%
0347.02	-19.00%	222.00%	-12.00%	-67.00%	-100.00%
0348.00	-19.00%	714.00%	253.00%	81.00%	456.00%
0349.00	-6.00%	383.00%	-100.00%	74.00%	-100.00%
0350.00	-21.00%	643.00%	192.00%	66.00%	590.00%
0351.00	-25.00%	395.00%	36.00%	87.00%	-100.00%
0352.00	-13.00%	408.00%	129.00%	32.00%	-100.00%
0353.00	-19.00%	131.00%	8.00%	37.00%	26.00%
0354.00	-32.00%	109.00%	-80.00%	-18.00%	-43.00%
0355.00	-64.00%	568.00%	-48.00%	-18.00%	75.00%
0356.00	-21.00%	784.00%	124.00%	-58.00%	30.00%
0357.00	-15.00%	852.00%	208.00%	100.00%	-100.00%
0358.00	-25.00%	642.00%	92.00%	134.00%	-100.00%
0359.00	-9.00%	77.00%	-16.00%	93.00%	-57.00%
0360.00	-5.00%	33.00%	17.00%	101.00%	-67.00%
0361.00	130.00%	15.00%	-38.00%	-77.00%	-36.00%
0362.00	-8.00%	372.00%	52.00%	-65.00%	512.00%
0363.00	1.00%	80.00%	-100.00%	-30.00%	-100.00%
0364.00	-14.00%	848.00%	281.00%	-100.00%	-100.00%
0365.00	-8.00%	498.00%	-26.00%	-7.00%	127.00%
0366.00	-20.00%	904.00%	34.00%	254.00%	41.00%
0367.00	-12.00%	250.00%	-35.00%	190.00%	-53.00%
0368.00	-13.00%	241.00%	65.00%	77.00%	-80.00%
0369.00	-11.00%	203.00%	52.00%	-3.00%	-78.00%
0370.00	-6.00%	251.00%	-21.00%	155.00%	-100.00%

Percent Difference Between Stops and Expected Stops 18+

TRACT	White	African Am.	Hispanic	Asian/Pac. Isl	American Indian
0371.00	-10.00%	102.00%	10.00%	-6.00%	-47.00%
0372.00	-12.00%	58.00%	11.00%	41.00%	-79.00%
0374.02	-8.00%	209.00%	-43.00%	-69.00%	-100.00%
0374.03	-1.00%	10.00%	-21.00%	14.00%	-50.00%
0374.04					
0375.00	-14.00%	289.00%	171.00%	62.00%	40.00%
0376.01	-10.00%	240.00%	107.00%	16.00%	6.00%
0376.02	-13.00%	35.00%	4.00%	81.00%	-100.00%

Population by Race/Ethnicity Age 18 and Over

TRACT	TOT2	White	African Am.	Hispanic	Asian/Pac. Isl	American Indian
0301.00	3871	3298	114	66	368	25
0302.00	6365	5530	365	131	304	35
0303.00	4326	4026	90	58	119	33
0304.00	3954	2686	797	179	245	47
0305.00	3282	1641	512	170	930	29
0306.01	3365	1593	438	515	772	47
0306.02	2808	2325	109	120	229	25
0307.02	3378	2986	92	87	184	29
0307.03	2421	1971	51	105	270	24
0307.04	2669	1794	325	148	357	45
0308.00	3236	2233	320	199	426	58
0309.00	2294	1263	267	240	482	42
0310.00	2987	1773	306	252	602	54
0311.00	2720	2165	113	126	281	35
0312.00	2281	1841	202	82	117	39
0313.00	1534	992	193	139	172	38
0314.00	1804	1140	220	182	205	57
0315.00	1997	964	304	217	446	66
0316.00	2638	1608	225	268	461	76
0317.00	5555	2357	793	986	1277	142
0318.01	3169	2184	316	236	367	66
0318.02	2803	2459	113	82	121	28
0319.00	1100	821	138	36	97	8
0320.00	2207	1761	276	78	60	32
0321.00	2724	2193	285	101	102	43
0322.00	1875	1487	237	60	71	20
0323.00	2505	1928	318	79	146	34
0324.00	2037	1045	554	80	323	35
0325.00	2771	923	652	190	945	61
0326.00	2140	671	354	254	815	46
0327.00	1722	511	424	178	578	31
0328.00	541	314	45	108	62	12
0329.00	930	189	214	37	485	5

Population by Race/Ethnicity Age 18 and Over

TRACT	TOT2	White	African Am.	Hispanic	Asian/Pac. Isl	American Indian
0330.00	1433	723	262	130	267	51
0331.00	1147	714	157	76	178	22
0332.00	1578	1221	149	110	51	47
0333.00	2638	2404	95	61	57	21
0334.00	2535	1564	638	90	204	39
0335.00	2017	288	1405	61	232	31
0336.00	949	54	591	35	262	7
0337.00	1072	370	310	137	240	15
0338.00	1264	391	737	33	73	30
0339.00	958	515	344	18	58	23
0340.00	1375	1044	237	39	37	18
0342.00	5179	3700	859	296	250	74
0344.00	1685	1066	190	196	165	68
0345.00	2727	1749	254	238	436	50
0346.01	3205	2302	252	221	366	64
0346.02	2634	1801	204	188	400	41
0347.01	2786	2067	266	154	266	33
0347.02	2776	2165	257	151	163	40
0348.00	1794	1706	32	19	33	4
0349.00	4360	4121	57	59	113	10
0350.00	2105	1968	41	38	50	8
0351.00	2918	2558	121	67	160	12
0352.00	2718	2533	65	46	57	17
0353.00	3108	2606	343	61	77	21
0354.00	1760	1227	414	51	50	18
0355.00	2195	1830	213	68	64	20
0356.00	1394	1285	31	35	37	6
0357.00	1926	1856	27	21	16	6
0358.00	2785	2578	84	51	56	16
0359.00	999	798	88	62	27	24
0360.00	988	782	83	80	17	26
0361.00	1043	251	107	450	214	21
0362.00	3487	3291	56	52	75	13
0363.00	3085	2853	73	55	93	11
0364.00	3002	2849	42	38	59	14
0365.00	2988	2833	45	52	41	17
0366.00	3331	3164	51	41	62	13
0367.00	3460	3056	118	170	73	43
0368.00	1809	1579	62	76	53	39
0369.00	1465	1252	60	73	46	34
0370.00	2091	1683	53	271	45	39
0371.00	3590	2273	190	840	217	70
0372.00	4226	2215	245	1478	162	126
0374.02	2928	2490	174	85	158	21
0374.03	4413	3207	817	155	173	61
0374.04	0	0	0	0	0	0
0375.00	3718	3442	100	65	93	18
0376.01	3477	3185	96	70	109	17
0376.02	3329	2261	445	424	177	22

**Table 17: Summary Report for Stops in Heat Zones  
During and Not during Heat Zone Activity**

	All Operation Zones		Heat Zone 1		Heat Zone 2		Heat Zone 3	
	During Heat Zone Activity	Not During Heat Zone Activity	During Heat Zone Activity	Not During Heat Zone Activity	During Heat Zone Activity	Not During Heat Zone Activity	During Heat Zone Activity	Not During Heat Zone Activity
<b>Whites:</b>								
Stops	613	5933	274	1682	76	1268	263	2983
Search %*	18.27%	17.63%	20.07%	27.71%	21.05%	5.52%	15.59%	17.10%
<b>African Americans:</b>								
Stops	765	5377	560	2941	48	515	157	1921
Search %*	26.93%	27.86%	30.36%	31.83%	12.50%	16.31%	19.11%	24.88%
<b>Hispanics:</b>								
Stops	103	929	39	173	8	115	56	641
Search %*	19.42%	21.64%	23.08%	26.01%	0.00%	15.65%	19.64%	21.53%
<b>Asians:</b>								
Stops	162	1383	91	440	8	146	63	797
Search %*	17.28%	11.79%	18.68%	14.77%	12.50%	8.22%	15.87%	10.79%
<b>American Indians:</b>								
Stops	7	88	6	24	1	11	0	53
Search %*	14.29%	26.14%	16.67%	16.67%	0.00%	9.09%	0.00%	33.96%

\* Percent searched within Heat zones

**Key for Detailed Reports**  
**Key:**  
**1st letter:**  
 1 = White  
 2 = Black  
 3 = Hispanic  
 4 = Asian  
 5 = Native American  
  
**2nd letter:**  
 F = Female  
 M = Male  
  
**3rd letter:**  
 Was the driver frisked?  
 Y = Yes  
 N = No  
  
**4th letter:**  
 Was the car searched?  
 Y = Yes  
 N = No

**Detailed Report for Stops in Heat Zones**  
**During and Not during Heat Zone Activity**

**Count:**

	All Operation Zones		Heat Zone 1		Heat Zone 2		Heat Zone 3	
	During Heat Zone Activity	Not During Heat Zone Activity	During Heat Zone Activity	Not During Heat Zone Activity	During Heat Zone Activity	Not During Heat Zone Activity	During Heat Zone Activity	Not During Heat Zone Activity
<b>White:</b>								
1FNN	165	1695	70	438	21	414	74	843
1FNY	0	6	0	5	0	0	0	1
1FYN	5	36	3	15	1	2	1	19
1FYY	10	127	4	56	1	7	5	64
1MNN	336	3192	149	778	39	784	148	1630
1MNY	0	4	0	1	0	0	0	3
1MYN	22	171	10	56	4	17	8	98
1MYY	75	702	38	333	10	44	27	325
<b>Total</b>	<b>613</b>	<b>5933</b>	<b>274</b>	<b>1682</b>	<b>76</b>	<b>1268</b>	<b>263</b>	<b>2983</b>
<b>Black:</b>								
2FNN	161	1098	116	553	10	121	35	424
2FNY	1	3	1	0	0	0	0	3
2FYN	7	46	6	19	0	2	1	25
2FYY	24	73	22	43	0	8	2	22
2MNN	398	2781	274	1452	32	310	92	1019
2MNY	2	15	1	9	0	2	1	4
2MYN	36	310	30	162	0	32	6	116
2MYY	136	1051	110	703	6	40	20	308
<b>Total</b>	<b>765</b>	<b>5377</b>	<b>560</b>	<b>2941</b>	<b>48</b>	<b>515</b>	<b>157</b>	<b>1921</b>
<b>Hispanic:</b>								
3FNN	18	159	8	31	3	22	7	106
3FNY	0	1	0	1	0	0	0	0
3FYN	1	6	1	2	0	1	0	3
3FYY	1	11	0	5	0	1	1	5
3MNN	65	569	22	97	5	75	38	397
3MNY	0	1	0	0	0	0	0	1
3MYN	5	66	4	18	0	7	1	41
3MYY	13	116	4	19	0	9	9	88
<b>Total</b>	<b>103</b>	<b>929</b>	<b>39</b>	<b>173</b>	<b>8</b>	<b>115</b>	<b>56</b>	<b>641</b>





**Percent For Race/Ethnicity:**

	All Operation Zones		Heat Zone 1		Heat Zone 2		Heat Zone 3	
	During Heat Zone Activity	Not During Heat Zone Activity	During Heat Zone Activity	Not During Heat Zone Activity	During Heat Zone Activity	Not During Heat Zone Activity	During Heat Zone Activity	Not During Heat Zone Activity
<b>American Indian:</b>								
5FNN	14.29%	32.95%	16.67%	33.33%	0.00%	45.45%	0.00%	30.19%
5FNY	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5FYN	0.00%	3.41%	0.00%	0.00%	0.00%	0.00%	0.00%	5.66%
5FYY	0.00%	5.68%	0.00%	8.33%	0.00%	0.00%	0.00%	5.66%
5MNN	71.43%	40.91%	66.67%	50.00%	100.00%	45.45%	0.00%	35.85%
5MNY	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5MYN	0.00%	4.55%	0.00%	4.17%	0.00%	0.00%	0.00%	5.66%
5MYY	14.29%	12.50%	16.67%	4.17%	0.00%	9.09%	0.00%	16.98%
<b>Total</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>0.00%</b>	<b>100.00%</b>