



**Thirteenth Report to the State of Maryland  
Under TR 25-113  
2016 Race Based Traffic Stop Data Analysis**

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**V. Glenn Fueston, Jr.**  
Executive Director  
Governor's Office of Crime Control & Prevention

Submitted by:  
Governor's Office of Crime Control & Prevention

Contact: Jeffrey Zuback  
410-697-9344 | [jeffrey.zuback@maryland.gov](mailto:jeffrey.zuback@maryland.gov)

MSAR #88  
August 3, 2017

<b>INTRODUCTION</b>	<b>2</b>
<b>METHODOLOGY</b>	<b>2</b>
<b>RESULTS</b>	<b>4</b>
Table 1. Race/Ethnicity of Driver in Traffic Stops	4
Table 2. Gender of Driver in Traffic Stops	4
Table 3. Primary Initial Reason for Stop by Driver’s Race/Ethnicity and Gender (Males)	8
Table 4. Primary Initial Reason for Stop by Driver’s Race/Ethnicity and Gender (Females)	9
Table 5. Search Disposition by Driver’s Race/Ethnicity (Males)	13
Table 6. Search Disposition by Driver’s Race/Ethnicity (Females)	13
Table 7. Reason for Arrest by Driver’s Race/Ethnicity and Gender (Males)	15
Table 8. Reason for Arrest by Driver’s Race/Ethnicity and Gender (Females)	15
<b>DISCUSSION AND RECOMMENDATIONS</b>	<b>16</b>
<b>APPENDIX</b>	<b>17</b>
Agency Breakdown of Traffic Stops	17

## **INTRODUCTION**

In 2001, the Maryland General Assembly passed Section 25-113 of the Transportation Article. The statute, which requires data collection on every law eligible traffic stop in Maryland, aims to provide information about the pervasiveness of racial profiling.<sup>1</sup> Specifically, TR 25-113 required the Maryland Police and Correctional Training Commission, in consultation with the Maryland Justice Analysis Center,<sup>2</sup> now known as the Maryland Statistical Analysis Center, to develop four guiding documents, to include:

1. A model recording and reporting format;
2. A model policy for law enforcement agencies to address race/ethnicity-based traffic stops;
3. Guidelines for law enforcement agencies to manage, counsel, and train officers who collect traffic stop data; and
4. A model log for law enforcement agencies to record traffic stop data.

TR 25-113 mandates State funding for data collection and analysis however, neither law enforcement agencies nor the Maryland Statistical Analysis Center received funding for traffic stop data reporting.

## **METHODOLOGY**

The 2017 report presents aggregate data on all law eligible stops in Maryland that law enforcement agencies reported to the Maryland Statistical Analysis Center for the 2016 calendar year (January 1, 2016 through December 31, 2016). Departments submitted their data for the reference period to Maryland Statistical Analysis Center at the Governor's Office of Crime Control and Prevention. The original data was submitted in Microsoft Excel or Microsoft Access and subsequently merged, standardized, and analyzed using IBM SPSS (Statistical Package for the Social Sciences) Statistics version 21.0 to formulate this report. IBM SPSS Statistics version 21.0 is a system package widely accepted and used by researchers and social scientists.

For the current reporting period, 125 police departments are included in the current analysis (n = 840,284 traffic stops). A full list of all police departments that submitted traffic stop data can be found in the Appendix. The units of analysis for this report consist of all law eligible traffic stops that occurred under a Maryland jurisdiction between January 1, 2016 and December 31, 2016.

---

<sup>1</sup> Racial profiling refers to the practice of constructing a set of characteristics or behaviors based on race and using that set of characteristics to decide whether an individual might be guilty of some crime.

<sup>2</sup> The Maryland Justice Analysis Center at the University of Maryland hosted the Maryland Statistical Analysis Center through 2006. Then in 2007, the Governor's Office of Crime Control and Prevention incorporated this center under Executive Order 01.01.2007.05.

To that end, *law eligible traffic stops* are defined as all stops made by law enforcement agencies that have the authority to issue traffic violations. TR 25-113 excludes traffic stops that result from checkpoints or roadblocks, stops of multiple vehicles after an accident or emergency, the use of radar, laser, vascar technology, and license plate readers. Such stops are excluded because officer discretion is unlikely to play a role and therefore any differences observed between races and minority populations would not be the result of systematic differences in treatment due to race/ethnicity.

The data elements required to be reported by each law enforcement agency include the following:

Data Information	Units of Measure
Gender of driver	Male, female
Race of driver	Asian, Black Hispanic, Other, White <sup>3</sup>
Driver date of birth	Date of Birth
Agency that made the stop	Agency name
Time of day the stop occurred	0000 - 0800, 0800 – 1600, 1600 - 2400
Length of stop (in minutes)	0-5, 6-10, 11-15, 15-30, 30 minutes or longer
Vehicle registration	In state, out of state
Driver county of residence	County
Reason for the stop	Traffic article
Type of search (if one was conducted)	Person, property, both person and property
Reason for the search (if one was conducted)	Consensual, incident to arrest, exigent circumstances, probable cause, K-9, other
Outcome of search (if one was conducted) (what was seized?)	Contraband, property, both contraband and property, nothing seized
Outcome of the traffic stop	Warning, SERO, citation , arrest <sup>4</sup>
Arrest reason (if an arrest occurred)	Based on the search, based on the stop, other

<sup>3</sup> The demographic information of the driver in the traffic stop was determined using the officer’s observations, and in some cases, supplemented with information from Maryland’s Motor Vehicle Administration (MVA). The statute requires the use of the following categories: Asian, Black, White, Hispanic and Other. However, the MVA utilizes the following categories: Black or African American, White, Asian, Native Hawaiian or Other Pacific Islander, American Indian, and Other.

<sup>4</sup> The categories of this variable are mutually exclusive and were coded to reflect the most severe outcome of the traffic stop. Therefore, if the traffic stop resulted in both a citation and an arrest, only arrest was coded.

## RESULTS

Between January 1, 2016 and December 31, 2016, Maryland police departments and sheriff's offices reported **840,284** law eligible traffic stops. **Table 1** displays the overall breakdown of the race/ethnicity of drivers involved in traffic stops. Information on race/ethnicity was missing or could not be correctly classified in 9,481 traffic stops. As illustrated below, the majority of drivers who were stopped during a traffic stop were White (45.3%) or Black (38.8%). For comparison, U.S. Census Bureau 2016 data estimates that Maryland's population consisted of 51.5% non-Hispanic Whites, 30.7% Black or African Americans (alone), 6.6% Asians (alone), and 9.8% Hispanics. An additional 3.5% of the population consisted of American Indian and Alaskan Native, Native Hawaiian and Other Pacific Islander, or two or more races, which would be reported in MVA data as Other race.<sup>5</sup> **Table 2** displays the breakdown of the gender for all drivers involved in traffic stops. Male drivers (62.3%) were stopped more frequently than female drivers (35.3%). Unknown/missing gender data was found in 19,804 traffic stops (2.4%).

<b>Table 1. Race/Ethnicity of Driver in Traffic Stops</b>		
	<b>Frequency</b>	<b>Percent</b>
Asian	22,305	2.7%
Black	325,904	38.8%
Hispanic	69,280	8.2%
Other	32,505	3.9%
White	380,809	45.3%
Missing/Unknown	9,481	1.1%
<b>Total</b>	<b>840,284</b>	<b>100.0%</b>

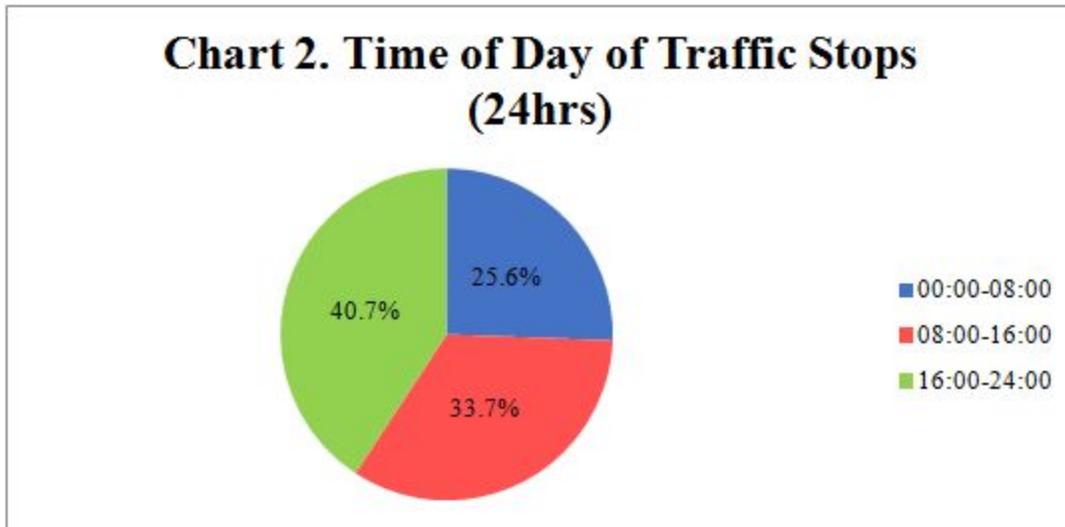
<b>Table 2. Gender of Driver in Traffic Stops</b>		
	<b>Frequency</b>	<b>Percent</b>
Female	296,675	35.3%
Male	523,805	62.3%
Unknown/Missing	19,804	2.4%
<b>Total</b>	<b>840,284</b>	<b>100.0%</b>

**Chart 1** displays statistics regarding the month that traffic stops were made by law enforcement. Stop month was missing in 69,638 stops made by law enforcement. The most number of stops were made in March (74,755, 9.7%) and the fewest number of stops were made in December (57,055, 7.4%).

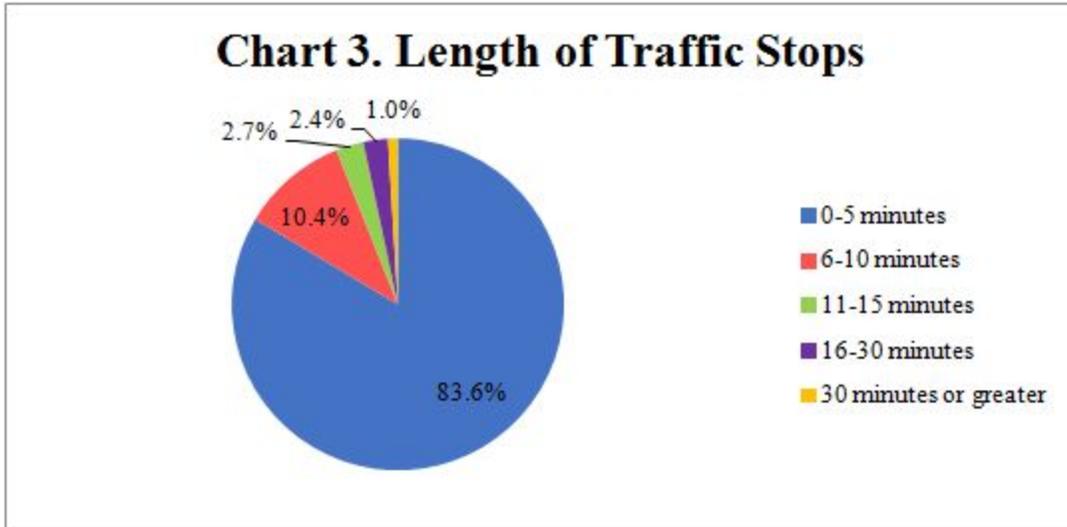
<sup>5</sup> Population data is taken from U S Census Bureau, Population Estimates Program (PEP) The numbers are predicted from the 2010 Census of Population, and updated as of July 1, 2016 They can be accessed at <https://www.census.gov/quickfacts/fact/table/MD/PST045216>



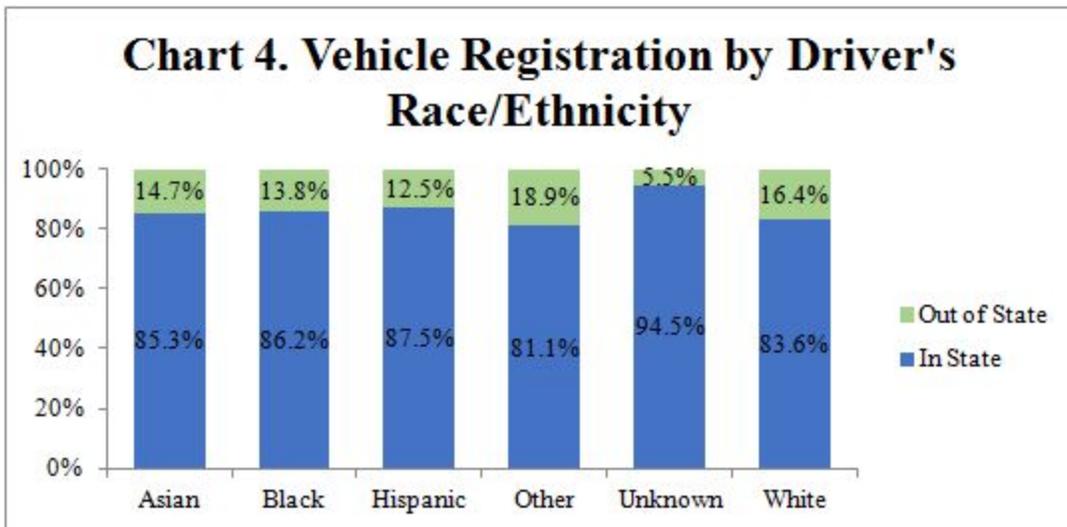
The data in **Chart 2** displays statistics on the time that each traffic stop occurred. The most common time interval of traffic stops occurred between the hours of 4:00 pm and midnight (40.7%), followed by 8:00 am - 4:00 pm (33.7%), and 12:00 am - 8:00 am (25.6%).



As illustrated in **Chart 3**, a majority of traffic stops (83.6%) lasted between 0-5 minutes. Further, 94% of stops lasted 10 minutes or less. A total of 1% of stops lasted for more than 30 minutes.



The registration of the vehicles stopped (i.e., in-state or out-of-state), stratified by the race/ethnicity of the driver is displayed in **Chart 4**. There was little variation by race/ethnicity as roughly 85% of all drivers had in-state registration at the time of the stop. There was also little variance by gender for the percentage of drivers that were registered in-state at the time of the stop (83.5% for males, 86.8% for females).



**Tables 3 and 4** display the initial reason for the traffic stop provided by the officer and stratified by the driver's race/ethnicity, for males and females respectively. The totals do not equal all

traffic stops due to missing gender data in 19,804 cases.<sup>6</sup> Overall, patterns were similar across race/ethnicity and gender with comparable frequencies for the primary initial stop reason with a few exceptions. Males of all races/ethnicities were stopped most frequently for traffic stops violations characterized as “other” ranging from 17.8% for Asian males to 27.5% for Black males.<sup>7</sup> Black males were stopped more frequently for registration violations (14.3%) than the other races/ethnicities, while Asian males were stopped more frequently for signs, signals, and marking offenses (14.7%) and along with all “other” races, were the most likely to be stopped for a moving violation (12.9% and 12.2% respectively). White males were the most likely to be stopped for an equipment violation (21.8% of all stops).

Similar trends were also found with female drivers who were stopped most frequently for “other” traffic violations which ranged from 15.5% for Asian females to 28.4% for Black females. Black females were the most likely to be stopped for registration violations (14.4%). Asian females were stopped more frequently for signs, signals, and marking offenses (15.4%) and along with all “other” races, were the most likely to be stopped for a moving violation (11.6% and 11.1% respectively). Both White males and females were more likely to be stopped for an equipment violation than any other race/ethnicity. White females were the most likely to be stopped for an equipment violation (19.3% of all stops).

---

<sup>6</sup> Traffic stop titles in this analysis include the following:

- Title 13: Registration
- Title 16: Drivers License
- Title 21.11: Miscellaneous rules
- Title 21.13: Operation of motorcycles
- Title 21.14: Operation of vehicles on certain toll facilities
- Title 21.2: Traffic signs, signals, and markings
- Title 21.3: Driving on right side of roadway, overtaking and passing
- Title 21.4: Right of way
- Title 21.5: Pedestrians rights and rules
- Title 21.6: Turning and starting, signals and stopping
- Title 21.7: Special stops required
- Title 21.8: Speed restrictions
- Title 21.9: Reckless, negligent or impaired driving; fleeing or eluding police
- Title 22: Equipment of vehicles
- Title 24: Size, weight, and load
- Code 99: All other stops

<sup>7</sup> “All other stops” consists of various violations including, but not limited to: anti-theft laws, security, vehicle rentals, accident reports and vehicle inspections.

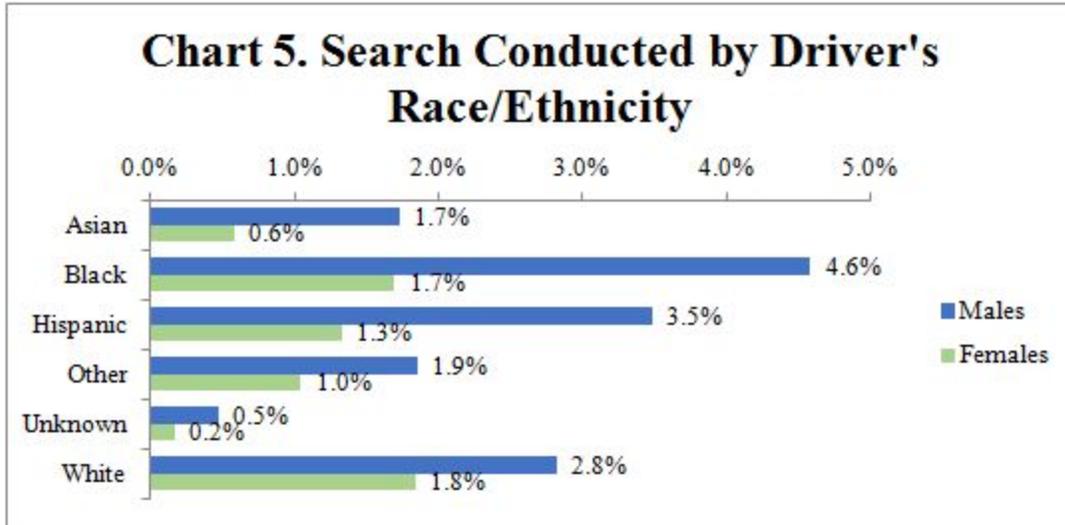
**Table 3. Primary Initial Reason for Stop by Driver's Race/Ethnicity and Gender (Males)**

Stop Reason	Asian	Black	Hispanic	Other	White	Unknown /Missing	Total
Registration	1,524 10.8%	28,534 14.3%	5,717 10.9%	2,548 11.1%	28,481 12.2%	21 1.7%	<b>66,825</b> <b>12.8%</b>
Drivers License	139 1.0%	5,176 2.6%	1,653 3.2%	268 1.2%	3,257 1.4%	8 0.6%	<b>10,501</b> <b>2.0%</b>
Miscellaneous Rules	1,074 7.6%	11,640 5.8%	4,375 8.4%	2,117 9.2%	21,589 9.3%	10 0.8%	<b>40,805</b> <b>7.8%</b>
Operation of Motorcycle	5 0.0%	114 0.1%	34 0.1%	8 0.0%	407 0.2%	0 0.0%	<b>568</b> <b>0.1%</b>
Tolls	28 0.2%	405 0.2%	125 0.2%	70 0.3%	529 0.2%	0 0.0%	<b>1,157</b> <b>0.2%</b>
Signs, Signals, and Markings	2,075 14.7%	19,265 9.7%	6,780 13.0%	3,055 13.3%	23,433 10.0%	26 2.0%	<b>54,634</b> <b>10.4%</b>
Right side of roadway	813 5.8%	9,721 4.9%	2,892 5.5%	1,395 6.0%	12,461 5.3%	5 0.4%	<b>27,287</b> <b>5.2%</b>
Right of way	655 4.6%	4,127 2.1%	1,662 3.2%	857 3.7%	6,510 2.8%	1 0.1%	<b>13,812</b> <b>2.6%</b>
Pedestrians rights and rules	81 0.6%	715 0.4%	237 0.5%	101 0.4%	1,053 0.5%	1 0.1%	<b>2,188</b> <b>0.4%</b>
Turning, Signals, and Stopping	114 0.8%	1,671 0.8%	570 1.1%	199 0.9%	1,829 0.8%	2 0.2%	<b>4,385</b> <b>0.8%</b>
Special Stops	917 6.4%	6,888 3.5%	2,378 4.6%	1,066 4.6%	11,623 5.0%	10 0.8%	<b>22,882</b> <b>4.4%</b>
Speed Restrictions	1,816 12.9%	18,445 9.2%	4,571 8.8%	2,816 12.2%	24,229 10.4%	14 1.1%	<b>51,891</b> <b>9.9%</b>
Reckless or Impaired Driving; Fleeing or Eluding Police	115 0.8%	1,793 0.9%	842 1.6%	218 1.0%	3,050 1.3%	4 0.3%	<b>6,022</b> <b>1.2%</b>
Equipment	2,263 16.0%	36,054 18.1%	9,193 17.6%	3,743 16.2%	50,929 21.8%	12 1.0%	<b>102,195</b> <b>19.5%</b>
Size, Weight, and Load	9 0.1%	164 0.1%	83 0.2%	29 0.1%	317 0.1%	0 0.0%	<b>602</b> <b>0.1%</b>
All Other Violations	2,517 17.8%	54,927 27.5%	11,141 21.3%	4,552 19.8%	43,759 18.7%	1,155 90.9%	<b>118,051</b> <b>22.5%</b>
<b>Total Percent</b>	<b>14,145</b> <b>100.0%</b>	<b>199,639</b> <b>100.0%</b>	<b>52,253</b> <b>100.0%</b>	<b>23,042</b> <b>100.0%</b>	<b>233,456</b> <b>100.0%</b>	<b>1,270</b> <b>100.0%</b>	<b>544,716</b> <b>100.0%</b>

Table 4. Primary Initial Reason for Stop by Driver's Race/Ethnicity and Gender (Females)							
Stop Reason	Asian	Black	Hispanic	Other	White	Unknown /Missing	Total
Registration	811 10.1%	16,864 14.4%	1,703 10.3%	1,083 11.9%	16,720 11.5%	2 0.3%	<b>37,183</b> <b>12.5%</b>
Drivers License	72 0.9%	2,179 1.9%	392 2.4%	119 1.3%	1,964 1.4%	4 0.7%	<b>4,730</b> <b>1.6%</b>
Miscellaneous Rules	720 9.0%	8,355 7.1%	1,591 9.7%	990 10.9%	17,582 12.1%	1 0.2%	<b>29,239</b> <b>9.9%</b>
Operation of Motorcycle	1 0.0%	15 0.0%	0 0.0%	1 0.0%	47 0.0%	0 0.0%	<b>64</b> <b>0.0%</b>
Tolls	17 0.2%	176 0.2%	22 0.1%	14 0.2%	202 0.1%	0 0.0%	<b>431</b> <b>0.2%</b>
Signs, Signals, and Markings	1,235 15.4%	11,202 9.5%	2,310 14.0%	1,097 12.1%	14,627 10.1%	10 1.6%	<b>30,481</b> <b>10.3%</b>
Right side of roadway	454 5.7%	5,049 4.3%	824 5.0%	499 5.5%	6,896 4.8%	4 0.7%	<b>13,726</b> <b>4.6%</b>
Right of way	415 5.2%	2,925 2.5%	661 4.0%	381 4.2%	4,844 3.3%	0 0.0%	<b>9,226</b> <b>3.1%</b>
Pedestrians rights and rules	69 0.9%	396 0.3%	119 0.7%	63 0.7%	664 0.5%	0 0.0%	<b>1,311</b> <b>0.4%</b>
Turning, Signals, and Stopping	70 0.9%	781 0.7%	154 0.9%	58 0.7%	994 0.7%	0 0.0%	<b>2,057</b> <b>0.7%</b>
Special Stops	725 9.0%	4,898 4.2%	1,046 6.4%	522 5.8%	8,867 6.1%	4 0.7%	<b>16,062</b> <b>5.4%</b>
Speed Restrictions	928 11.6%	10,328 8.8%	1,449 8.8%	1,011 11.1%	14,460 10.0%	5 0.8%	<b>28,181</b> <b>9.5%</b>
Reckless or Impaired Driving; Fleeing or Eluding Police	66 0.8%	585 0.5%	118 0.7%	47 0.5%	1,328 0.9%	0 0.0%	<b>2,144</b> <b>0.7%</b>
Equipment	1,180 14.8%	20,332 17.3%	2,815 17.1%	1,438 15.8%	28,062 19.3%	7 1.2%	<b>53,834</b> <b>18.2%</b>
Size, Weight, and Load	2 0.0%	8 0.0%	5 0.0%	2 0.0%	22 0.0%	0 0.0%	<b>39</b> <b>0.0%</b>
All Other Violations	1,243 15.5%	33,300 28.4%	3,259 19.8%	1,756 19.3%	27,838 19.2%	571 93.9%	<b>67,967</b> <b>22.9%</b>
<b>Total</b>	<b>8,008</b>	<b>117,393</b>	<b>16,468</b>	<b>9,081</b>	<b>145,117</b>	<b>608</b>	<b>296,675</b>
<b>Percent</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

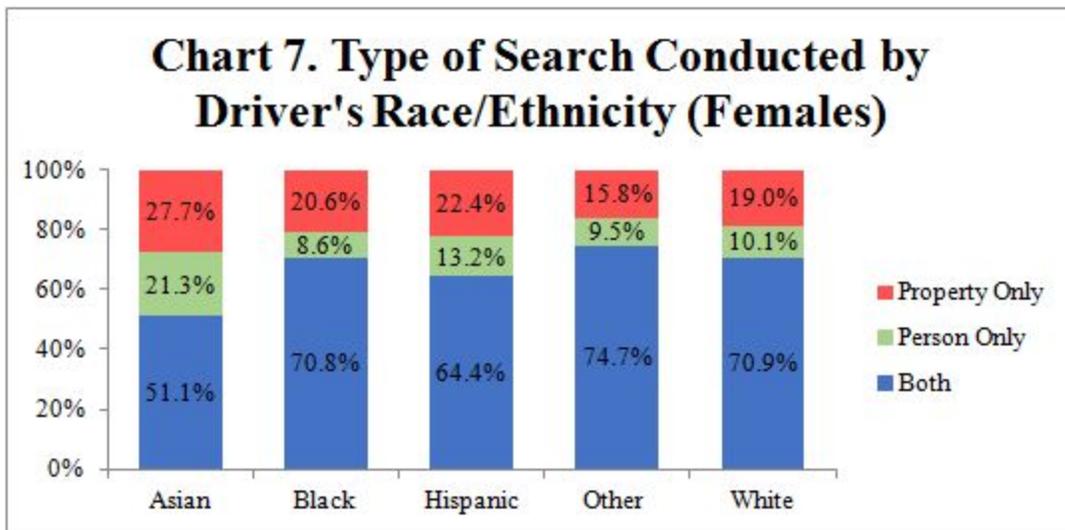
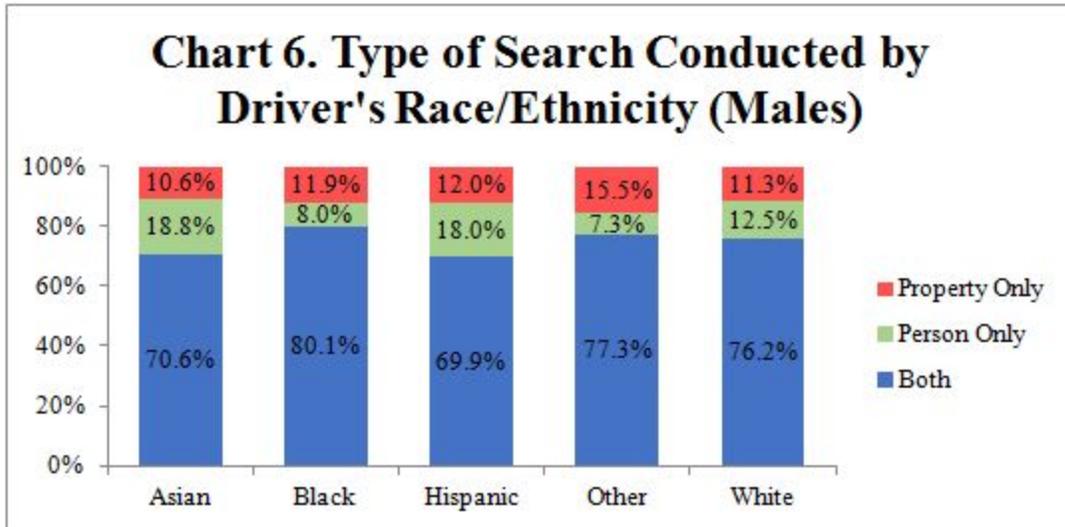
Chart 5 display the breakdown of the total number of searches conducted which was stratified by the race/ethnicity of the driver stratified by gender. There were 23,259 conducted searches with a valid search type, representing 2.8% of all traffic stops. Males were twice as likely to be

searched as females (3.5% vs. 1.7%). Black and Hispanic males (4.6%, 3.5%) were significantly more likely to be searched than any other race. Females were searched at relatively similar rates across race/ethnicity (0.6% - 1.8%).



**Charts 6 and 7** display the types of searches conducted (i.e., person or property) with regards to the race/ethnicity of the driver and disaggregated by gender. Of the 23,259 searches conducted in 2016, the majority for males and females of all races/ethnicities, consisted of both person and property (69.9-80.1% for males and 51.1-74.8% for females). Asian males and Hispanic males were the most likely to have only their person searched (18.8% and 18.0% respectively). Other non-white males were more likely than other races/ethnicities to have just their property searched (15.5%). Black males were the most likely to have both their person and their property searched (80.1%).

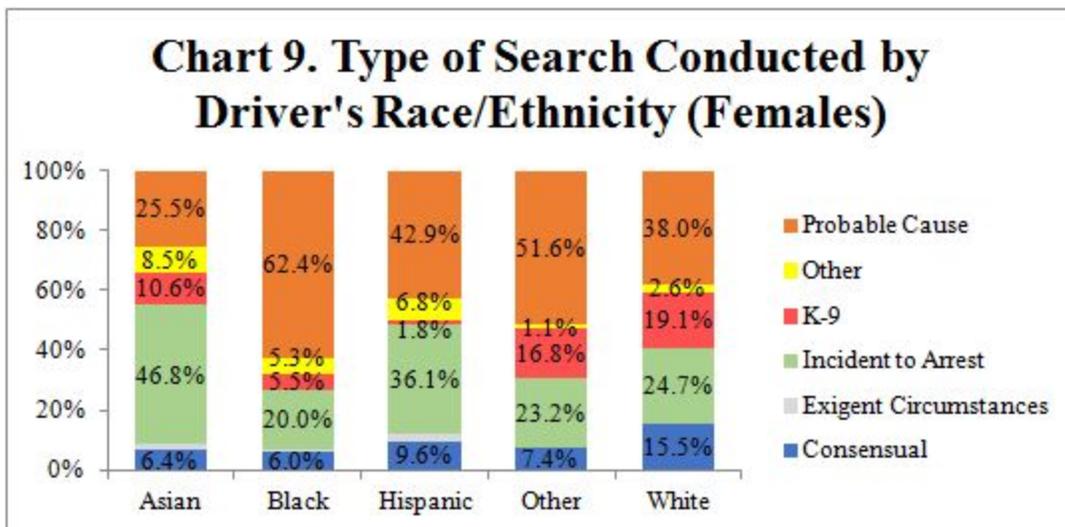
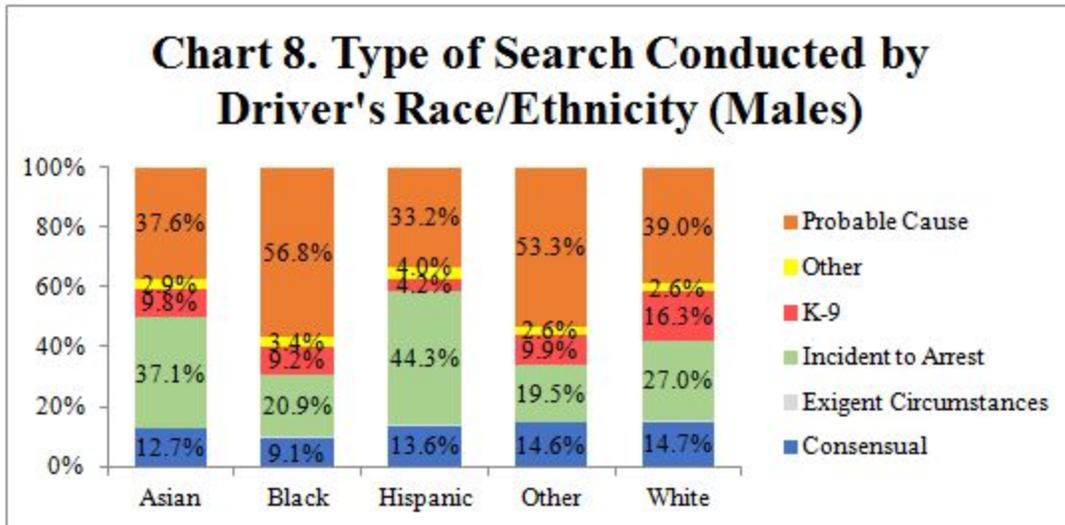
Asian females were the most likely to have only their person or their property searched (21.2% and 27.7%, and the least likely to have both searched during a traffic stop (51.1%).



**Charts 8 and 9** display the reason for the search of the driver's person or property, provided by the officer. Search incident to arrest (SIR), probable cause, driver's consent, and K-9 searches are the four most prevalent search reasons for males and females across all race/ethnicities. Black males and other males were more likely to be searched due to probable cause (56.8% and 53.3% respectively). Black males were also the least likely to have a consensual search conducted (9.1%). Hispanic males were the most likely to be searched incident to arrest at 44.3% of all searches. White males were more likely to have a K-9 search conducted compared to all other races/ethnicities (16.3%).

The search reason trends vary slightly for females. Black females were the most likely to be searched due to probable cause (62.4%), and along with asian females, were the least likely to

have a consensual search (6.0% and 6.4% respectively). Asian females were likely to be searched incident to arrest (46.8%) followed by Hispanic females (36.1%). White females were the most likely to have a consensual search (15.5%) and a K-9 search (19.1%).



Tables 5 and 6 display the search disposition stratified by race/ethnicity and collapsed across gender. Of those searches where a search disposition was included, the majority of males and females had nothing confiscated (55.6% and 55.8% respectively). Of those searches where a disposition was reported, Hispanic males (24.1%) were least likely to have contraband seized, but the most likely to have property seized (10.5%) followed closely behind by Asian males

(9.8%). White males (34.0%) were most likely to have contraband only seized.

There was a somewhat similar trend experienced for females. In fact, Hispanic females were least likely to have contraband seized (25.1%) but the most likely, along with other females to have both property and contraband seized (11.4% and 11.6% respectively). White females and Other females were the most likely to have just contraband seized (35.0% and 34.7%).

**Table 5. Search Disposition by Driver's Race/Ethnicity (Males)**

Search Disposition	Asian	Black	Hispanic	Other	White	Unknown /Missing	Total
Contraband	70 28.6%	2,689 29.4%	438 24.1%	140 32.8%	2,237 34.0%	2 33.3%	<b>5,576</b> <b>30.6%</b>
Property	24 9.8%	551 6.0%	190 10.5%	29 6.8%	384 5.8%	0 0.0%	<b>1,178</b> <b>6.5%</b>
Contraband & Property	18 7.4%	721 7.9%	122 6.7%	29 6.8%	455 6.9%	0 0.0%	<b>1,345</b> <b>7.4%</b>
Nothing	133 54.3%	5,187 56.7%	1,068 58.7%	229 53.6%	3,504 53.3%	4 66.7%	<b>10,125</b> <b>55.6%</b>
<b>Total</b>	<b>245</b>	<b>9,148</b>	<b>1,819</b>	<b>427</b>	<b>6,580</b>	<b>6</b>	<b>18,225</b>
<b>Percent</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

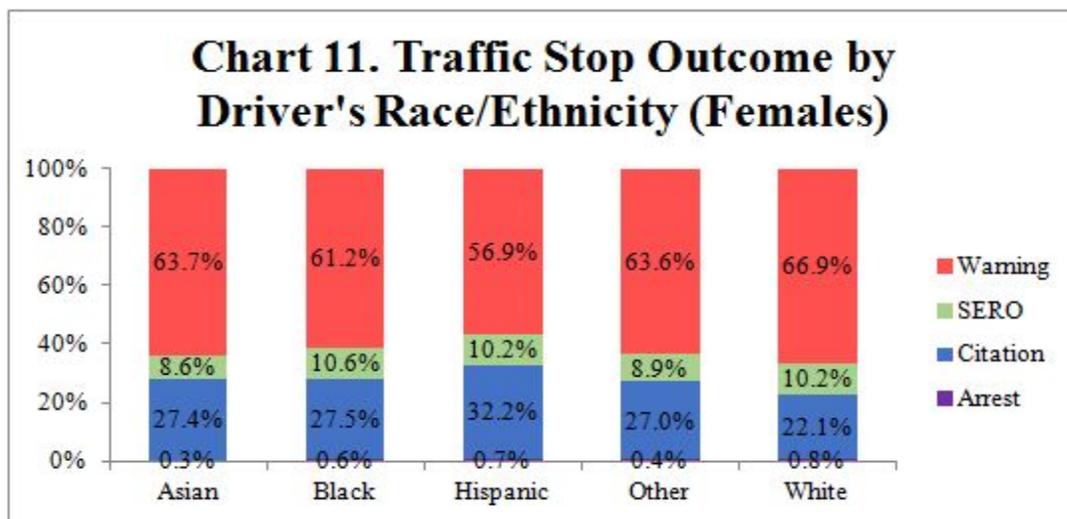
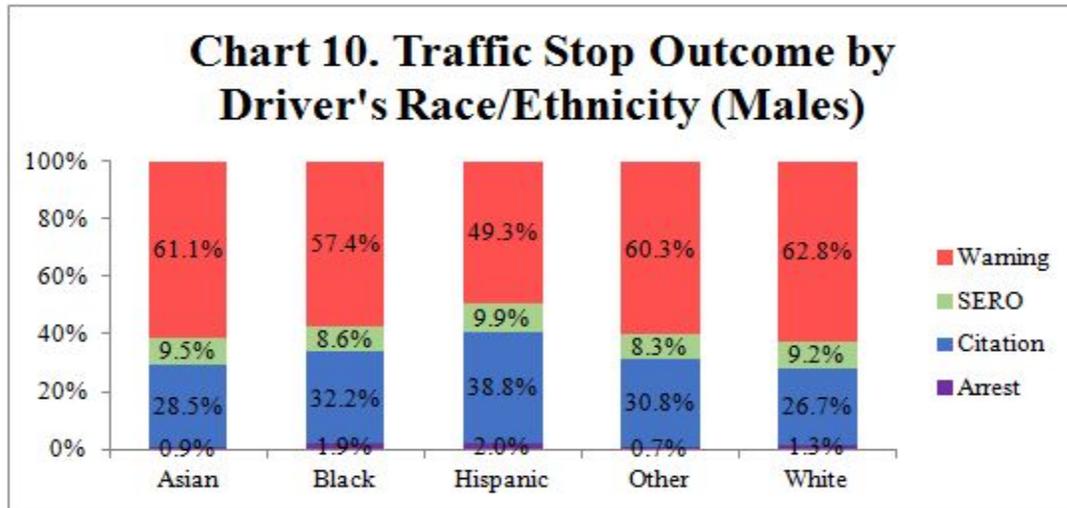
**Table 6. Search Disposition by Driver's Race/Ethnicity (Females)**

Search Disposition	Asian	Black	Hispanic	Other	White	Unknown /Missing	Total
Contraband	12 25.5%	630 31.6%	55 25.1%	33 34.7%	932 35.0%	0 0.0%	<b>1,662</b> <b>33.1%</b>
Property	5 10.6%	96 4.8%	17 7.8%	3 3.2%	118 4.4%	0 0.0%	<b>239</b> <b>4.8%</b>
Contraband & Property	2 4.3%	107 5.4%	25 11.4%	11 11.6%	175 6.6%	0 0.0%	<b>320</b> <b>6.4%</b>
Nothing	28 59.6%	1,159 58.2%	122 55.7%	48 50.5%	1,441 54.1%	1 100.0%	<b>2,799</b> <b>55.8%</b>
<b>Total</b>	<b>47</b>	<b>1,992</b>	<b>219</b>	<b>95</b>	<b>2,666</b>	<b>1</b>	<b>5,020</b>
<b>Percent</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

**Charts 10 and 11** specify the outcome of each traffic stop by race/ethnicity disaggregated by gender. Missing data was apparent in the outcome of 47,403 traffic stops. Statistics indicate that males are slightly more likely to receive a citation than females (30.2% compared to 25.0%). Conversely, males are less likely to receive a warning than females (59.3%, compared to 64.0%). Receiving a warning (i.e., written or verbal) was the most common outcome for males ranging

from 49.3% for Hispanics to 62.8% for Whites. Conversely, Hispanic males were more likely to receive a citation (38.8%) than all other race/ethnicities. Further, the probability of an arrest ranged from 0.7% for Other males to 2.0% for Hispanic males.

Similar to males, the most common outcome for females was a warning which ranged from 56.9% for Hispanic females to 66.9% for White females. Hispanic females were most likely to receive a citation (32.2%) The probability of an arrest was under 1% across all races/ethnicities.



Restricting the analysis to only those cases in which the traffic stop resulted in an arrest, **Tables 7 and 8** present the reason given by the officer for the arrest delineated by the driver's race/ethnicity and gender. An arrest reason was missing in 72 cases. The most common arrest reason for all ethnic groups for both males and females were based on the stop, ranging from 44.1% for Black and Other males to 64.0% Hispanic males, and 43.0% for Black females to

65.4% for Asian females. Both Other males and Other females were the most likely to be arrested based on the search (40.1% and 42.9%) Hispanic males and Asian females were both the least likely to be arrested based on the search. Black males and females respectively were more likely to be arrested for an “other” reason.

<b>Table 7. Reason for Arrest by Driver’s Race/Ethnicity and Gender (Males)</b>							
<b>Arrest Reason</b>	<b>Asian</b>	<b>Black</b>	<b>Hispanic</b>	<b>Other</b>	<b>White</b>	<b>Missing/Unknown</b>	<b>Total</b>
Based on Search	31 25.0%	1,133 33.7%	183 17.6%	61 40.1%	941 31.5%	0 0.0%	<b>2,349</b> <b>30.7%</b>
Based on Stop	71 57.3%	1,482 44.1%	665 64.0%	67 44.1%	1,557 52.2%	1 50.0%	<b>3,843</b> <b>50.2%</b>
Other	22 17.7%	746 22.2%	191 18.4%	24 15.8%	487 16.3%	1 50.0%	<b>1,471</b> <b>19.2%</b>
<b>Total</b>	<b>124</b>	<b>3,361</b>	<b>1,039</b>	<b>152</b>	<b>2,985</b>	<b>2</b>	<b>7,663</b>
<b>Percent</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

<b>Table 8. Reason for Arrest by Driver’s Race/Ethnicity and Gender (Females)</b>							
<b>Arrest Reason</b>	<b>Asian</b>	<b>Black</b>	<b>Hispanic</b>	<b>Other</b>	<b>White</b>	<b>Missing/Unknown</b>	<b>Total</b>
Based on Search	4 15.4%	223 33.3%	23 21.1%	15 42.9%	387 33.7%	0 0.0%	<b>652</b> <b>32.8%</b>
Based on Stop	17 65.4%	288 43.0%	68 62.4%	17 48.6%	570 49.6%	0 0.0%	<b>960</b> <b>48.3%</b>
Other	5 19.2%	159 23.7%	18 16.5%	3 8.6%	192 16.7%	0 0.0%	<b>377</b> <b>19.0%</b>
<b>Total</b>	<b>26</b>	<b>670</b>	<b>109</b>	<b>35</b>	<b>1,149</b>	<b>0</b>	<b>1,989</b>
<b>Percent</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

## **DISCUSSION**

Conclusions regarding the relationships between race/ethnicity and traffic stops should be cautiously interpreted and carefully utilized. First, the race and ethnic categories required under TR 25-113 differ from the race and ethnic categories used by the MVA. These differences can create inconsistencies in the data. To overcome this limitation, the TR 25-113 and MVA definitions should be consistent.

The major limitation of the current study pertains to the possibility of omitted variables that may account for any differences observed between race/ethnicities. The purpose of this report is to discover whether drivers who exhibit similar behaviors, but are of different race/ethnicities, are stopped at different rates and whether the traffic stops result in different treatment and outcomes. However, the current method allows the possibility of error by neglecting confounding variables, such as driving behavior, the driver's violation history, and law enforcement deployment. If temporal and spatial travelling patterns differ by race/ethnicity, any differences observed may be the result of these driving patterns and not systematic differences between race/ethnicities. Considering that it is unknown whether travelling behavior and patterns differ by race/ethnicity, no statistical conclusions can be drawn regarding whether there is differential treatment.

No definitive conclusions can be drawn from this report regarding the effect of race/ethnicity on the frequency or characteristics associated with traffic stops due to data limitations beyond the scope of what reporting agencies could provide.

## APPENDIX

### Agency Breakdown of Traffic Stops

Agency	Number of Stops	Agency	Number of Stops
Aberdeen Police Department	2909	Colmar Manor Police Department	29
Allegany County Sheriff's Office	574	Comptroller of Maryland	133
Annapolis Police Department	2592	Coppin State University Police	139
Anne Arundel Community College Public Safety & Police	432	Cottage City Police Department	138
Anne Arundel County Police Department	45324	Crofton Police Department	10
Anne Arundel County Sheriff's Office	28	Cumberland City Police Department	2052
Baltimore City School Police	2	Delmar Police Department	367
Baltimore City Sheriff's Office	220	Denton Police Department	299
Baltimore County Police Department	67599	Department of General Services	514
Baltimore Environmental Police	358	District Heights Police Department	582
Baltimore Police Department	70524	Dorchester County Sheriff's Office	970
Bel Air Police Department	1099	Easton Police Department	4860
Berlin Police Department	346	Edmonston Police Department	437
Berwyn Heights Police Department	1	Elkton Police Department	1246
Bladensburg Police Department	745	Fairmount Heights Police Department	28
Boonsboro Police Department	782	Federsburg Police Department	527
Bowie Police Department	2567	Forest Heights Police Department	413
Bowie State University Police	26	Fort Detrick Police	102
Brentwood Police Department	245	Fort Meade Police	74
Brunswick Police Department	692	Frederick County Sheriff's Office	21832
Calvert County Sheriff's Office	8339	Frederick Police Department	7553
Cambridge Police Department	3861	Frostburg City Police Department	395
Capitol Heights Police Department	162	Fruitland Police Department	2754
Caroline County Sheriff's Office	1003	Gaithersburg Police Department	7692
Carroll County Sheriff's Office	4564	Garrett County Sheriff's Office	605
Cecil County Sheriff's Office	5071	Glenarden Police Department	70
Centreville Police Department	848	Greenbelt Police Department	3060
Charles County Sheriff's Office	13559	Greensboro Police Department	155
Chestertown Police Department	1977	Hagerstown Police Department	2591
Cheverly Police Department	2324	Hampstead Police Department	613
Chevy Chase Village Police Department	343	Hancock Police Department	483

Agency	Number of Stops	Agency	Number of Stops
Harford County Sheriff's Office	14636	Ridgely Police Department	169
Havre de Grace Police Department	744	Rising Sun Police Department	839
Howard County Police Department	24353	Riverdale Park Police Department	1088
Hurlock Police Department	440	Rock Hall Police Department	96
Hyattsville Police Department	2166	Rockville Police Department	6072
Kent County Sheriff's Office	3044	Saint Mary's County Sheriff's Office	4080
La Plata Police Department	2121	Salisbury Police Department	3490
Landover Police Department	456	Salisbury University Police Department	172
Laurel Police Department	5519	Seat Pleasant Police Department	515
Manchester Police Department	24	Smithsburg Police Department	277
Maryland Motor Vehicle Administration	38	Snow Hill Police Department	438
Maryland State Police	220245	Somerset County Sheriff's Office	443
Maryland Transit Administration	446	St. Michaels Police Department	486
Maryland Transportation Authority Police	60634	Sykesville Police Department	664
Maryland-National Capital Park Police Montgomery County	6093	Takoma Park Police Department	3558
Maryland-National Capital Park Police Prince George's County	3239	Talbot County Sheriff's Office	2415
Montgomery County Police Department	81871	Taneytown Police Department	590
Montgomery County Sheriff's Office	570	Thurmont Police Department	1146
Morningside Police Department	552	Towson University Police	610
Mount Rainier Police Department	645	Trappe Police Department	2
Natural Resources Police	903	University of Baltimore Police	649
New Carrollton Police Department	666	University of Maryland Baltimore County Police	527
Oakland Police Department	22	University of Maryland Baltimore Police	431
Ocean City Police Department	8144	University of Maryland Eastern Shore	263
Ocean Pines Police Department	849	University of Maryland Police College Park	6302
Oxford Police Department	37	University Park Police	210
Perryville Police Department	347	Upper Marlboro Police Department	147
Pocomoke City Police Department	1151	Washington County Sheriff's Office	7237
Prince George's County Police Department	42690	Westminster Police Department	3397
Prince George's County Sheriff's Office	167	Wicomico County Sheriff's Office	3428
Princess Anne Police Department	633	Worcester County Sheriff's Office	5254
Queen Anne's County Sheriff's Office	2005		