

***ELEVENTH REPORT TO THE STATE OF MARYLAND UNDER TR 25-113***

**2013 Race-Based Traffic Stop Data Analysis**

MSAR # 8801

Maryland Statistical Analysis Center,  
Governor's Office of Crime Control & Prevention



September 2, 2014

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## INTRODUCTION

In 2001, the Maryland General Assembly passed TR 25-113. 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 (PCTC), in consultation with the Maryland Justice Analysis Center,<sup>2</sup> to develop four guiding documents, to include:

1. A model recording and reporting format (*please see Appendix A for more information*);
2. A model policy for law enforcement agencies to address race/ethnicity-based traffic stops (*please see Appendix B for more information*);
3. Guidelines for law enforcement agencies to manage, counsel, and train officers who collect traffic stop data (*please see Appendix C for more information*); 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 (MSAC) received funding for traffic stop data reporting.

## METHODOLOGY

The 2014 report presents aggregate data on all law eligible stops in Maryland that law enforcement agencies reported to the MSAC for the 2013 calendar year (January 1, 2013 through December 31, 2013). Departments submitted their data for the reference period to MSAC at the Governor's Office of Crime Control and Prevention (GOCCP). 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, 130 agencies were required to report, and 117 departments are included in the current analysis (n = 760,613 traffic stops); the majority of agencies that were not included in the analyses reported to GOCCP but had no measureable data during this time period. The units of analysis for this report consist of all law eligible traffic stops that occurred under Maryland jurisdiction between January 1, 2013 and December 31, 2013. 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

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<sup>1</sup> By definition, 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.

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 relevant information from departments included:

- Demographic information on the driver
- Agency that made the stop
- Date (Month) of the stop
- Time of day the stop occurred
- Length of stop
- Vehicle registration information
- County of residence
- Reason for the stop
- Reason for the search, if one was conducted
- Type of search
- Outcome of the search
- Overall outcome of the traffic stop

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) at the time of the traffic stop. This information included gender, age, and race/ethnicity. For the purposes of this report, race/ethnicity was coded into 5 categories: Caucasian, African American, Asian, Hispanic, and Other. *Caucasian* refers to individuals that were reported by officers and/or the MVA as White, Arab, Caucasian, and Asiatic Islander. The *Other* category is comprised of multiple race/ethnicities that cannot be disaggregated due to the categorical disparities between MVA ethnic data and law enforcement ethnic data under TR 25-113.<sup>3</sup> To this end, the results of this report refer to the statute's guidelines for reporting race/ethnicity and race/ethnicities reported for traffic stops that do not correspond to one of the five categories were coded as *other*.

The agency that made the stop consists of one of the 117 agencies that reported traffic stop data. Month of stop is categorized based on the month of the year. Time of day that the stop occurred is divided into three time intervals; 0000-0800, 0800-1600, and 1600-2400 hours. Length of stop is divided into five

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<sup>3</sup> 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.

mutually exclusive categories that include 0-5 minutes, 5-10 minutes, 10-15 minutes, 15-30 minutes, and greater than 30 minutes.

Registration information was measured as a dichotomous variable reflecting whether or not the vehicle was registered within the state. County of residence is categorized based on the 24 counties (including Baltimore City) in Maryland. The initial reason for the traffic stop was provided and classified according to the Annotated Code of Maryland Transportation Article. Search information includes the reason for the search, the type of search, and the disposition of the search if applicable. Reasons for the search include consensual, incident to arrest, exigent circumstances, probable cause, K-9 Alert, and other. The *Other* category reflects all searches conducted by law enforcement officers that were not classified into one of the other five categories. The types of searches conducted include searches of the person, searches of the vehicle and/or its contents, or both. Search disposition was collapsed into the following categories: property, contraband, both, or nothing. The outcome of the traffic stop was measured using four possible categories including warning (i.e., both verbal and written), citation, Safety Equipment Repair Order (SERO), and arrest. 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. If an arrest occurred, the reason for the arrest was to be recorded (based on the search, based on the stop, or other).

## RESULTS

Between January 1, 2013 and December 31, 2013, Maryland police departments and sheriffs' offices reported **760,560** law eligible traffic stops in which a race/ethnicity was recorded. **Table 1** displays the overall breakdown of the race/ethnicity of drivers involved in traffic stops. Information on race/ethnicity was missing in 53 cases, and race/ethnicity could not be correctly classified in 10,565 traffic stops. As illustrated below, the majority of drivers who were stopped during a traffic stop were Caucasian (47.2%) followed by African Americans at 39.5%.

<b>Table 1. Race/Ethnicity of Driver in Traffic Stops</b>			
	<b>Frequency</b>	<b>Percent</b>	<b>Cumulative Percent</b>
Asian	19,304	2.5%	2.5%
African American	300,410	39.5%	42.0%
Hispanic	49,237	6.5%	48.5%
Other	21,740	2.9%	51.4%
White	359,304	47.2%	98.6%
Unknown	10,565	1.4%	100.0%
Missing	53	0.0%	100.0%
<b>Total</b>	<b>760,560</b>	<b>100.0%</b>	

**Table 2** displays the breakdown of the gender for all drivers involved in traffic stops. Male drivers (62.7%) were stopped more frequently than female drivers (34.3%). Unknown/missing gender data was found in 22,466 traffic stops (3.0%).

<b>Table 2. Gender of Driver in Traffic Stops</b>			
	<b>Frequency</b>	<b>Percent</b>	<b>Cumulative Percent</b>
Female	261,131	34.3%	37.3%
Male	477,016	62.7%	100.0%
Unknown/Missing	22,466	3.0%	3.0%
<b>Total</b>	<b>760,613</b>	<b>100.0%</b>	

**Table 3** displays statistics regarding the law enforcement agency responsible for each traffic stop. The Maryland State Police had the highest rate of traffic stops, accounting for 27.4% of stops and combined with the Baltimore City Police (10.6%), Baltimore County Police (9.6%), Montgomery County Police (7.2%), and Prince George’s County Police (5.4%) accounted for over 60% of all traffic stops conducted.

<b>Table 3. Agency Breakdown of Traffic Stops</b>					
<b>Agency</b>	<b>Frequency</b>	<b>Percent</b>	<b>Agency</b>	<b>Frequency</b>	<b>Percent</b>
Aberdeen Police Department	1,619	0.2%	Coppin State University Police	256	0.0%
Allegany County Sheriff's Office	141	0.0%	Cottage City Police Department	435	0.1%
Annapolis Police Department	4,249	0.6%	Crofton Police Department	341	0.2%
Anne Arundel County Police Department	38,590	5.1%	Cumberland Police Department	1,778	0.2%
Anne Arundel County Sheriff's Office	50	0.0%	Delmar Police Department	186	0.0%
Baltimore City School Police	129	0.0%	Department of General Services	183	0.0%
Baltimore City Sheriff's Office	611	0.1%	District Heights Police Department	104	0.0%
Baltimore County Police Department	72,651	9.6%	Dorchester County Sheriff's Office	751	0.1%
Baltimore Police Department	80,308	10.6%	Easton Police Department	2,687	0.4%

Bel Air Police Department	697	0.1%	Edmonston Police Department	735	0.1%
Berlin Police Department	392	0.1%	Elkton Police Department	2,045	0.3%
Berwyn Heights Police Department	398	0.1%	Federalsburg Police Department	399	0.1%
Bladensburg Police Department	137	0.0%	Frederick Police Department	19,840	2.6%
Boonsboro Police Department	223	0.0%	Frostburg City Police Department	506	0.1%
Bowie Police Department	3,459	0.5%	Frostburg State University Police	811	0.1%
Bowie State University Police Department	7	0.0%	Fruitland Police Department	2,812	0.4%
Brunswick Police Department	429	0.1%	Gaithersburg Police Department	4,828	0.6%
Calvert County Sheriff's Office	5,397	0.7%	Garrett County Sheriff's Office	740	0.1%
Cambridge Police Department	2,431	0.3%	Glenarden Police Department	287	0.0%
Capitol Heights Police Department	133	0.0%	Greenbelt Police Department	7,024	0.9%
Caroline County Sheriff's Office	951	0.1%	Greensboro Police Department	100	0.0%
Carroll County Sheriff's Office	6,083	0.8%	Hagerstown Police Department	2,045	0.3%
Cecil County Sheriff's Office	2,772	0.4%	Hampstead Police Department	210	0.0%
Centreville Police Department	681	0.1%	Hancock Police Department	249	0.0%
Charles County Sheriff's Office	9,246	1.2%	Harford County Sheriff's Office	9,240	1.2%
Chestertown Police Department	844	0.1%	Havre de Grace Police Department	366	0.0%
Cheverly Police Department	1,297	0.2%	Howard County Police Department	27,433	3.6%
Chevy Chase Village Police Department	900	0.1%	Rising Sun Police Department	263	0.0%

Colmar Manor Police Department	64	0.0%	Riverdale Police Department	1,355	0.2%
Howard County Sheriff's Office	13	0.0%	Rock Hall Police Department	81	0.0%
Hurlock Police Department	270	0.0%	Rockville Police Department	4,145	0.5%
Hyattsville Police Department	2,166	0.3%	Saint Mary's County Sheriff's Office	3,828	0.5%
Kent County Sheriff's Office	1,754	0.2%	Salisbury Police Department	1,020	0.1%
La Plata Police Department	614	0.1%	Salisbury University Police Department	26	0.0%
Landover Police Department	447	0.1%	Seat Pleasant Police Department	598	0.1%
Laurel Police Department	5,198	0.7%	Smithsburg Police Department	102	0.0%
Manchester Police Department	10	0.0%	Snow Hill Police Department	331	0.0%
Maryland National Capital Park Police Montgomery County	4,483	0.6%	Somerset County Sheriff's Office	783	0.1%
Maryland National Capital Park Police Prince George's County	3,100	0.4%	St. Michaels Police Department	152	0.0%
Maryland State Police	208,301	27.4%	Sykesville Police Department	751	0.1%
Maryland Transit Administration	1,066	0.1%	Takoma Park Police Department	2,413	0.3%
Maryland Transportation Authority Police	52,497	6.9%	Talbot County Sheriff's Office	1,078	0.1%
Montgomery County Police Department	54,647	7.2%	Taneytown Police Department	1,007	0.1%
Montgomery County Sheriff's Office	183	0.0%	Thurmont Police Department	520	0.1%
Morningside Police Department	710	0.1%	Towson University Police Department	316	0.0%
Mount Rainier Police Department	567	0.1%	Trappe Police Department	5	0.0%

Natural Resources Police	684	0.1%	University of Baltimore Police Department	96	0.0%
New Carrollton Police Department	1,549	0.2%	University of Maryland Baltimore County Police	831	0.1%
Oakland Police Department	2	0.0%	University of Maryland Baltimore Police	877	0.1%
Ocean City Police Department	13,703	1.8%	University of Maryland College Park Police	8,194	1.1%
Ocean Pines Police Department	293	0.0%	University of Maryland Eastern Shore Police	113	0.0%
Oxford Police Department	35	0.0%	University Park Police Department	142	0.0%
Pocomoke City Police Department	1,177	0.2%	Upper Marlboro Police Department	163	0.0%
Prince George's County Police Department	40,956	5.4%	Washington County Sheriff's Office	4,567	0.6%
Princess Anne Police Department	417	0.1%	Westminster Police Department	4,048	0.5%
Queen Anne's County Sheriff's Office	825	0.1%	Wicomico County Sheriff's Office	3,032	0.4%
Ridgley Police Department	278	0.0%	Worcester County Sheriff's Office	2,375	0.3%
			Other Agencies (Comptroller Etc.)	176	0.0%

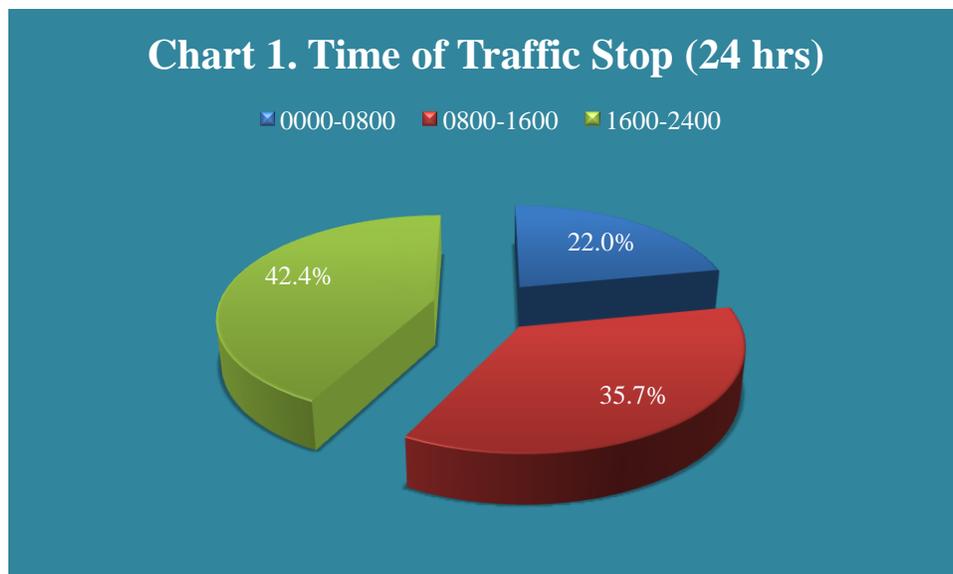
**Table 4** displays statistics for the county where the traffic stop occurred. The data does not represent all traffic stops due to missing county information in 96,809 traffic stops (12.7% of all traffic stops). Of those traffic stops conducted with a reported county, Baltimore City (17.1%), Prince George's County (14.4%), Baltimore County (13.5%), Montgomery County (12.3%), and Anne Arundel County (8.6%), account for approximately 66% of all traffic stops. The remaining counties combined to account for only one third of traffic stops.

<b>Table 4. County of Traffic Stop</b>		
<b>County</b>	<b>Frequency</b>	<b>Percent</b>
Allegany County	5,356	0.8%
Anne Arundel County	57,065	8.6%
Baltimore City	113,221	17.1%
Baltimore County	89,867	13.5%
Calvert County	13,586	2.0%
Caroline County	4,843	0.7%
Carroll County	19,757	3.0%
Cecil County	11,925	1.8%
Charles County	17,538	2.6%
Dorchester County	5,210	0.8%
Frederick County	24,523	3.7%
Garrett County	2,393	0.4%
Harford County	28,047	4.2%
Howard County	27,641	4.2%
Kent County	3,063	0.5%
Montgomery County	81,603	12.3%
Prince George's County	95,861	14.4%
Queen Anne's County	6,900	1.0%
Saint Mary's County	12,249	1.8%
Somerset County	2,863	0.4%
Talbot County	4,901	0.7%
Washington County	11,705	1.8%
Wicomico County	14,884	2.2%
Worcester County	8,803	1.3%
<b>Total</b>	<b>663,804</b>	<b>100.0%</b>

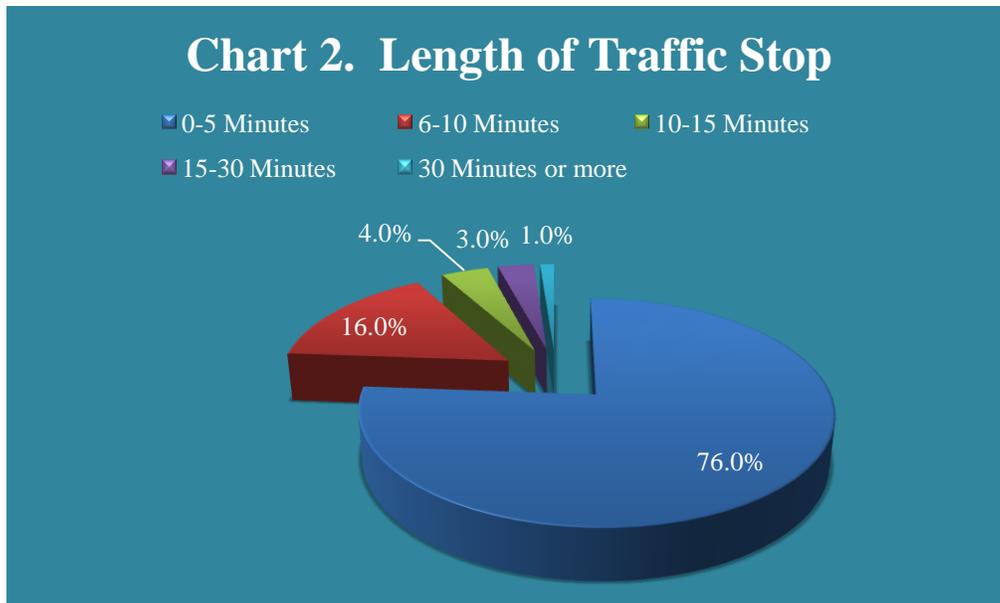
**Table 5** displays statistics regarding the month that traffic stops were made by law enforcement. Stop month was missing in 82,601 stops made by law enforcement. The least number of stops were made in January (10,759, 1.6 %) and the most stops were made in the month of May (71,244, 10.5%).

<b>Table 5. Month of Traffic Stop</b>		
<b>Month</b>	<b>Number of Stops</b>	<b>Percent</b>
January	10,759	1.6%
February	56,911	8.4%
March	65,523	9.7%
April	58,271	8.6%
May	71,244	10.5%
June	55,921	8.3%
July	59,877	8.8%
August	61,123	9.0%
September	58,775	8.7%
October	62,356	9.2%
November	60,909	8.9%
December	56,343	8.3%
<b>Total</b>	<b>678,012</b>	<b>100.0%</b>

The data in **Chart 1** displays statistics on the time that each traffic stop occurred. The majority of stops (42.4%) were made between 1600-2400 hours. Thirty-six percent of stops were made between 0800-1600 hours and another 22% were made between 0000-0800 hours.



As illustrated in **Chart 2**, a majority of traffic stops (76.0%) lasted between 0-5 minutes. Further, 92% of stops lasted 10 minutes or less. Approximately 1.0% of stops lasted for 30 minutes or more.



**Tables 6 and 7** 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; totals do not equal all traffic stops due to missing gender data in 22,466 cases and missing stop reason data in 795 cases. Overall, patterns were similar across race/ethnicity and gender with comparable frequencies for the primary initial stop reason. Males of all race/ethnicity were stopped most frequently for violation of title 22 ranging from 17.9% for Asian males to 25.7% for Caucasian males. African American males were stopped more frequently for a violation of Title 13 (15.9%), compared to Other Non-Caucasian (14.9%), Caucasian (14.4%), Asian (13.1%), and Hispanic males (12.2%). Asian males were more likely to be stopped for a moving violation (14.2%) compared to Other Non-Caucasians (13.0%), Hispanics (12.2%), Caucasians (9.6%), and African Americans (8.3%). Males of every race/ethnicity were least likely to be stopped for a violation of Title 21 Subtitle 13, Title 21 Subtitle 14 and Title 24 which was comprised of less than 0.4% of stops for each race/ethnicity.

Females of all race/ethnicity were stopped most frequently for violation of title 22 which ranged from 16.1% for Asian females to 21.7% for Caucasian females. African American females were the most likely to be stopped for a violation of Title 13 (17.3%). Asian females were stopped more frequently for a moving violation (17.1%) followed by Hispanics (14.9%), Other Non-Caucasians (13.0%), Caucasians (10.3%), and African Americans (8.7%). All females were least likely to be stopped for a violation of Title 20, Title 21 Subtitle 13 and Title 21 Subtitle 14.

The traffic stop titles in this analysis include the following:

- Title 13: Registration
- Title 16: Drivers License
- Title 20: Accidents and Accident Reports
- 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 driving, fleeing, and eluding
- Title 22: Equipment of vehicles
- Title 24: Size, weight, and load

**Table 6. Primary Initial Reason for Stop by Driver's Race/Ethnicity and Gender (Males)**

<b>Stop Reason</b>	<b>Asian</b>	<b>African American</b>	<b>Hispanic</b>	<b>Other</b>	<b>Caucasian</b>	<b>Unknown/ Missing</b>	<b>Total</b>
13	1,609	28,906	4,554	2,311	32,657	38	<b>70,075</b>
Percent	13.1%	15.9%	12.2%	14.9%	14.4%	1.1%	<b>14.7%</b>
16	128	4,656	1,467	208	3,402	15	<b>9,876</b>
Percent	1.0%	2.6%	3.9%	1.3%	1.5%	0.4%	<b>2.1%</b>
20	23	207	110	22	422	0	<b>784</b>
Percent	0.2%	0.1%	0.3%	0.1%	0.2%	0.0%	<b>0.2%</b>
21.11	300	4,276	1,390	536	7,407	11	<b>13,920</b>
Percent	2.4%	2.4%	3.7%	3.5%	3.3%	0.3%	<b>2.9%</b>
21.13	11	168	46	21	543	1	<b>790</b>
Percent	0.1%	0.1%	0.1%	0.1%	0.2%	0.0%	<b>0.2%</b>
21.14	20	376	116	52	640	2	<b>1,206</b>
Percent	0.2%	0.2%	0.3%	0.3%	0.3%	0.1%	<b>0.3%</b>
21.2	1,745	14,970	4,560	2,013	21,832	51	<b>45,171</b>
Percent	14.2%	8.3%	12.2%	13.0%	9.6%	1.5%	<b>9.5%</b>
21.3	644	7,253	2,009	907	11,111	19	<b>21,943</b>
Percent	5.2%	4.0%	5.4%	5.9%	4.9%	0.5%	<b>4.6%</b>
21.4	402	3,166	803	490	6,888	7	<b>11,756</b>
Percent	3.3%	1.7%	2.1%	3.2%	3.0%	0.2%	<b>2.5%</b>
21.5	68	524	198	64	777	2	<b>1,633</b>
Percent	0.6%	0.3%	0.5%	0.4%	0.3%	0.1%	<b>0.3%</b>
21.6	100	1,306	273	106	1,651	8	<b>3,444</b>
Percent	0.8%	0.7%	0.7%	0.7%	0.7%	0.2%	<b>0.7%</b>
21.7	889	6,244	1,762	759	11,783	43	<b>21,480</b>
Percent	7.2%	3.4%	4.7%	4.9%	5.2%	1.2%	<b>4.5%</b>
21.8	1,526	13,447	3,110	1,895	22,359	68	<b>42,405</b>
Percent	12.4%	7.4%	8.3%	12.2%	9.9%	2.0%	<b>8.9%</b>
21.9	122	1,694	686	161	3,367	5	<b>6,035</b>
Percent	1.0%	0.9%	1.8%	1.0%	1.5%	0.1%	<b>1.3%</b>
22	<b>2,198</b>	<b>35,753</b>	<b>7,661</b>	<b>3,135</b>	<b>58,226</b>	<b>74</b>	<b>107,047</b>
Percent	<b>17.9%</b>	<b>19.7%</b>	<b>20.5%</b>	<b>20.2%</b>	<b>25.7%</b>	<b>2.1%</b>	<b>22.5%</b>
24	16	226	109	37	430	1	<b>819</b>
Percent	0.1%	0.1%	0.3%	0.2%	0.2%	0.0%	<b>0.25</b>
Other	2,493	58,093	8,565	2,782	43,127	3,113	<b>118,173</b>
Percent	20.3%	32.0%	22.9%	17.9%	19.0%	90.0%	<b>24.8%</b>
<b>Total</b>	<b>12,294</b>	<b>181,265</b>	<b>37,419</b>	<b>15,499</b>	<b>226,622</b>	<b>3,458</b>	<b>476,577</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 7. Primary Initial Reason for Stop by Driver's Race/Ethnicity and Gender (Females)**

<b>Stop Reason</b>	<b>Asian</b>	<b>African American</b>	<b>Hispanic</b>	<b>Other</b>	<b>Caucasian</b>	<b>Unknown/ Missing</b>	<b>Total</b>
13	878	18,291	1,383	888	18,503	28	<b>39,971</b>
Percent	13%	17.3%	12.4%	14.5%	14.3%	1.8%	<b>15.3%</b>
16	61	2,096	87	87	1,680	5	<b>4,302</b>
Percent	0.9%	2.0%	3.3%	1.4%	1.3%	0.3%	<b>1.6%</b>
20	8	107	16	14	211	0	<b>356</b>
Percent	0.1%	0.1%	0.1%	0.2%	0.2%	0.0%	<b>0.1%</b>
21.11	166	2,521	400	220	4,646	3	<b>7,956</b>
Percent	2.5%	2.5%	3.6%	3.6%	3.6%	0.2%	<b>3.1%</b>
21.13	3	21	1	2	72	0	<b>99</b>
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	<b>0.0%</b>
21.14	13	142	9	13	219	0	<b>396</b>
Percent	0.2%	0.2%	0.1%	0.2%	0.2%	0.0%	<b>0.2%</b>
21.2	1,155	9,189	1,667	798	13,244	24	<b>26,077</b>
Percent	17.1%	8.7%	14.9%	13.0%	10.3%	1.5%	<b>10.0%</b>
21.3	358	3,679	515	284	6,012	6	<b>10,854</b>
Percent	5.3%	3.5%	4.6%	4.6%	4.7%	0.4%	<b>4.2%</b>
21.4	250	2,234	298	220	4,827	2	<b>7,831</b>
Percent	3.7%	2.1%	2.7%	3.6%	3.7%	0.1%	<b>3.0%</b>
21.5	52	292	99	35	466	1	<b>945</b>
Percent	0.8%	0.3%	0.9%	0.6%	0.4%	0.1%	<b>0.4%</b>
21.6	50	614	72	48	892	1	<b>1,677</b>
Percent	0.7%	0.6%	0.6%	0.8%	0.7%	0.1%	<b>0.6%</b>
21.7	657	4,521	771	408	8,752	20	<b>15,129</b>
Percent	9.7%	4.3%	6.9%	6.7%	6.8%	1.3%	<b>5.8%</b>
21.8	777	7,933	842	730	13,083	40	<b>23,405</b>
Percent	11.5%	7.5%	7.5%	11.9%	10.1%	2.5%	<b>9.0%</b>
21.9	67	556	96	52	1,310	0	<b>2,081</b>
Percent	1.0%	0.5%	0.9%	0.9%	1.0%	0.6%	<b>0.8%</b>
22	<b>1,091</b>	<b>19,276</b>	<b>2,111</b>	<b>1,129</b>	<b>28,011</b>	<b>50</b>	<b>51,668</b>
Percent	<b>16.1%</b>	<b>18.2%</b>	<b>18.9%</b>	<b>18.5%</b>	<b>21.7%</b>	<b>3.2%</b>	<b>19.8%</b>
24	4	22	5	4	38	0	<b>73</b>
Percent	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	<b>0.0%</b>
Other	1,180	34,480	2,527	1,184	27,219	1,404	<b>67,994</b>
Percent	17.4%	32.5%	22.6%	19.4%	21.1%	88.6%	<b>26.1%</b>
<b>Total</b>	<b>6,770</b>	<b>105,974</b>	<b>11,185</b>	<b>6,116</b>	<b>129,185</b>	<b>1,584</b>	<b>260,814</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>

The registration of the vehicle stopped (i.e., in-state or out-of-state), stratified by the race/ethnicity of the driver is displayed in **Tables 8 and 9**, for males and females respectively. The totals do not equal all traffic stops due to missing gender information in 22,466 cases. The majority of registrations, for male and female drivers of all races/ethnicities, were in-state at the time of the stop (76.8% and 81.4% respectively).

**Table 8. Vehicle Registration by Driver’s Race/Ethnicity (Males)**

<b>Registration</b>	<b>Asian</b>	<b>African American</b>	<b>Hispanic</b>	<b>Other</b>	<b>Caucasian</b>	<b>Unknown/ Missing</b>	<b>Total</b>
In-State	10,087	129,440	31,415	12,429	182,649	296	<b>366,613</b>
Percent	82.0%	71.3%	83.9%	80.2%	80.5%	8.6%	<b>76.8%</b>
Out-of-State	1,747	21,711	4,738	3,664	37,600	57	<b>68,818</b>
Percent	14.2%	12.0%	12.6%	22.2%	16.6%	1.6%	<b>14.4%</b>
Unknown/Missing	471	30,344	1,306	3	6,539	3,107	<b>41,882</b>
Percent	3.8%	16.7%	3.5%	0.0%	2.5%	89.8%	<b>8.8%</b>
<b>Total</b>	<b>14,428</b>	<b>216,028</b>	<b>43,974</b>	<b>16,515</b>	<b>226,788</b>	<b>3,460</b>	<b>477,016</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 9. Vehicle Registration by Driver’s Race/Ethnicity (Females)**

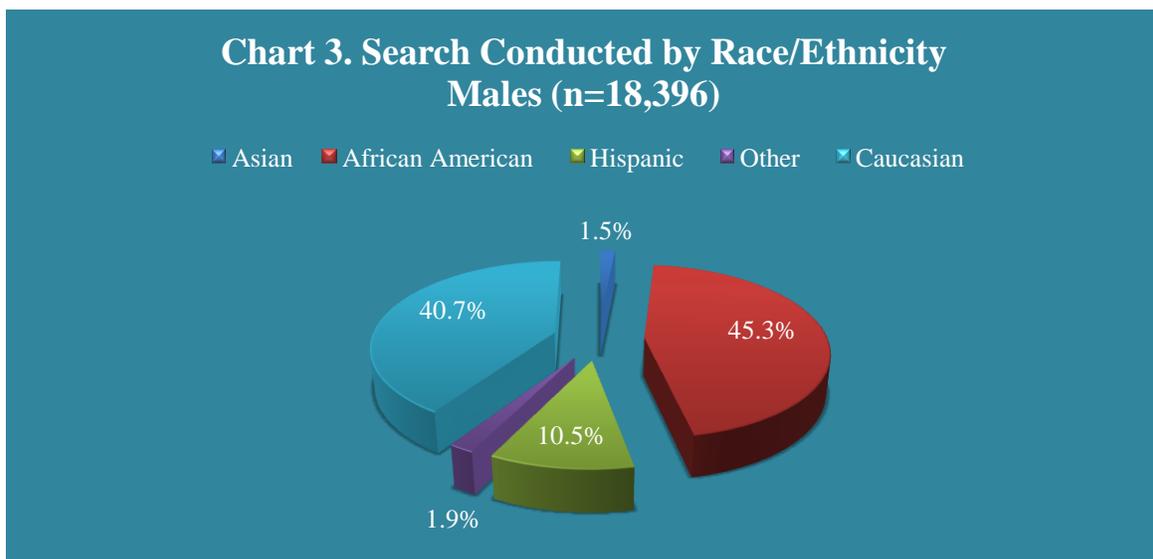
<b>Registration</b>	<b>Asian</b>	<b>African American</b>	<b>Hispanic</b>	<b>Other</b>	<b>Caucasian</b>	<b>Unknown/ Missing</b>	<b>Total</b>
In-State	5,959	81,328	9,877	5,350	109,774	164	<b>212,452</b>
Percent	87.9%	76.6%	88.3%	87.5%	84.9%	10.3%	<b>81.4%</b>
Out-of-State	657	10,471	1,013	719	16,278	38	<b>29,176</b>
Percent	9.7%	9.9%	9.1%	11.8%	12.6%	2.4%	<b>11.2%</b>
Unknown/Missing	160	14,346	301	48	3,261	1,386	<b>19,503</b>
Percent	2.4%	9.9%	2.7%	0.8%	2.5%	87.3%	<b>7.5%</b>
<b>Total</b>	<b>5,959</b>	<b>81,328</b>	<b>9,877</b>	<b>5,350</b>	<b>109,774</b>	<b>164</b>	<b>212,452</b>
<b>Percent</b>	<b>87.9%</b>	<b>76.6%</b>	<b>88.3%</b>	<b>87.5%</b>	<b>84.9%</b>	<b>10.3%</b>	<b>81.4%</b>

**Tables 10 and 11** display the breakdown of the total number of searches conducted which was stratified by the race/ethnicity of the driver. There were 23,018 conducted searches with a valid search type, representing only 3.9% of all traffic stops. Males were more than twice as likely to be searched compared to females (3.9% versus 1.8%). Hispanic and African American males (4.6%, 5.1%) were significantly more likely to be searched than any other race. Females were searched at relatively similar rates across race/ethnicity (0.9% - 1.9%).

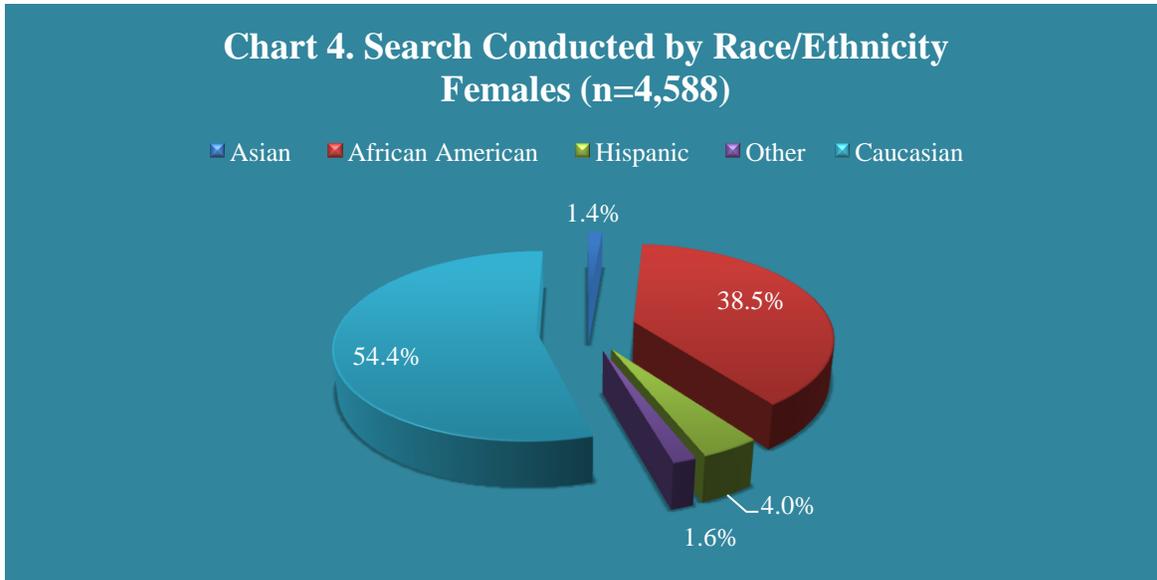
Table 10. Search Conducted by Race/Ethnicity (Males)							
Search Conducted	Asian	African American	Hispanic	Other	Caucasian	Unknown/Missing	Total
Yes	284	8,344	1,929	345	7,494	30	18,426
Percent	2.3%	4.6%	5.1%	2.2%	3.3%	0.9%	3.9%
No/incomplete data	12,021	173,151	35,530	15,159	219,294	3,430	458,585
Percent	97.7%	95.4%	94.9%	97.8%	96.7%	99.1%	96.1%
<b>Total</b>	<b>12,305</b>	<b>181,495</b>	<b>37,459</b>	<b>15,504</b>	<b>226,788</b>	<b>3,460</b>	<b>477,011</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 11. Search Conducted by Race/Ethnicity (Females)							
Search Conducted	Asian	African American	Hispanic	Other	Caucasian	Unknown/Missing	Total
Yes	63	1,770	183	73	2,499	4	4,592
Percent	0.9%	1.7%	1.6%	1.2%	1.9%	0.3%	1.8%
No/incomplete data	6,713	104,375	11,008	6,044	126,814	1,584	256,538
Percent	99.1%	98.3%	98.4%	98.8%	98.1%	99.7%	98.2%
<b>Total</b>	<b>6,776</b>	<b>106,145</b>	<b>11,191</b>	<b>6,117</b>	<b>129,313</b>	<b>1,588</b>	<b>261,130</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>

The data presented in **Chart 3** below demonstrates that the majority of male drivers who were searched during a traffic stop (where a race/ethnicity was reported) were African American or Caucasian (45.4% and 40.7% respectively), followed by Hispanic (10.5%), Other Non-Caucasian (1.9%), and Asian (1.5%).



As illustrated in **Chart 4**, most female drivers who were searched (where a race/ethnicity was reported) were Caucasian or African American (54.5% and 38.6% respectively). Hispanic, Asian, and Other Non-Caucasian females represented only 7.0% of all searches conducted on female drivers.



**Table 12 and 13** displays the types of searches conducted (i.e., person or property) with regards to the race/ethnicity of the driver and disaggregated by gender. The majority of searches for males and females, of all races/ethnicities, consisted of both person and property (56.7-70.6% for males and 47.6 – 63.0% for females). African American males were less likely than other races/ethnicities to have only their person searched (14.5%) compared to Other Non-Caucasians (16.5%), Caucasians (19.1%), Hispanics (27.7%), and Asians (28.9%). Other Non-Caucasian males were more likely than other races/ethnicities to have their property searched (19.1%) compared to African Americans (14.8%), Hispanics (14.3%), Asians (13.4%), and Caucasians (12.1%). If a search was conducted for both person and property, it often occurred for African American males (70.6%) and Other Non-Caucasian females (63.0%). Asian females were most likely to have their person searched (36.5%); however, they were also among the least likely to have their property searched (15.9%).

<b>Table 12. Type of Search Conducted by Driver's Race/Ethnicity and Gender (Males)</b>							
<b>Search Type</b>	<b>Asian</b>	<b>African American</b>	<b>Hispanic</b>	<b>Other</b>	<b>Caucasian</b>	<b>Unknown/ Missing</b>	<b>Total</b>
Person Percent	82 28.9%	1,213 14.5%	535 27.7%	57 16.5%	1,434 19.1%	10 33.3%	<b>3,331</b> <b>17.2%</b>
Property Percent	38 13.4%	1,236 14.8%	275 14.3%	68 19.7%	907 12.1%	3 10.0%	<b>2,527</b> <b>8.9%</b>
Both Percent	164 57.7%	5,894 70.6%	1,119 58.0%	220 63.8%	5,153 68.8%	17 56.7%	<b>12,567</b> <b>73.9%</b>
<b>Total Searches Percent</b>	<b>284</b> <b>100.0%</b>	<b>8,343</b> <b>100.0%</b>	<b>1,929</b> <b>100.0%</b>	<b>345</b> <b>100.0%</b>	<b>7,494</b> <b>100.0%</b>	<b>30</b> <b>100.0%</b>	<b>18,425</b> <b>100.0%</b>

<b>Table 13. Type of Search Conducted by Driver's Race/Ethnicity and Gender (Females)</b>							
<b>Search Type</b>	<b>Asian</b>	<b>African American</b>	<b>Hispanic</b>	<b>Other</b>	<b>Caucasian</b>	<b>Unknown/ Missing</b>	<b>Total</b>
Person Percent	23 36.5%	257 14.5%	38 20.8%	11 15.1%	458 18.3%	1 50.0%	<b>788</b> <b>17.2%</b>
Property Percent	10 15.9%	467 26.4%	59 32.2%	16 21.9%	498 20.0%	2 25.0%	<b>1,052</b> <b>22.9%</b>
Both Percent	30 47.6%	1,046 59.1%	86 47.0%	46 63.0%	1,543 61.7%	1 25.0%	<b>2,752</b> <b>59.9%</b>
<b>Total Searches Percent</b>	<b>63</b> <b>100.0%</b>	<b>1,770</b> <b>100.0%</b>	<b>183</b> <b>100.0%</b>	<b>73</b> <b>100.0%</b>	<b>2,499</b> <b>100.0%</b>	<b>4</b> <b>100.0%</b>	<b>4,592</b> <b>100.0%</b>

**Table 14 and 15** display the reason for the search of the driver's person or property, provided by the officer. Search incident to arrest (SIR), probable cause, and driver's consent are the three most prevalent search reasons for males and females across all race/ethnicities. Other Non-Caucasian males were most likely to give consent to search (26.7%) and least likely to be searched for an incident to arrest. African Americans males were more likely to be searched due to probable cause (33.2%) compared to Other Non-Caucasians (30.8%), Caucasians (25.8%), Asians (25.7%), and Hispanics (14.9%).

African American females were most likely to be searched due to probable cause (32.7%). Asian females were least likely to provide consent for a search (12.7%); however, they were most likely to be searched incident to arrest (50.8%). Other Non-Caucasians were most likely to consent to a search (31.5%) compared to Caucasians (21.8%), African Americans (18.1%), Hispanics (15.3%), and Asians (12.7%). Exigent circumstances were the least reported search reason across all demographics (0.0% to 1.9%). African American males and females, and Hispanic males and females were more likely than other races/ethnicities to have a search reason categorized as "Other".

**Table 14. Reason for Search by Driver's Race/Ethnicity (Males)**

<b>Reason for Search</b>	<b>Asian</b>	<b>African American</b>	<b>Hispanic</b>	<b>Other</b>	<b>Caucasian</b>	<b>Unknown/ Missing</b>	<b>Total</b>
Consensual Percent	51 18.0%	1,663 19.9%	340 17.6%	92 26.7%	1,639 21.9%	2 6.6%	<b>3,787</b> <b>20.6%</b>
Exigent Circumstances Percent	4 1.4%	83 1.0%	16 0.9%	3 0.8%	48 0.6%	0 0.0%	<b>154</b> <b>0.8%</b>
Incident to Arrest Percent	126 44.3%	2,331 27.9%	1,032 53.5%	88 25.5%	2,793 37.3%	11 36.7%	<b>6,381</b> <b>34.6%</b>
K-9 Alert Percent	22 7.7%	721 8.6%	51 2.6%	38 11.0%	850 11.3%	3 10.0%	<b>1,685</b> <b>9.1%</b>
Other Percent	8 2.8%	772 9.3%	202 10.5%	18 5.2%	231 3.1%	11 36.7%	<b>1,242</b> <b>6.7%</b>
Probable Cause Percent	73 25.7%	2,773 33.2%	288 14.9%	106 30.8%	1,932 25.8%	3 10.0%	<b>5,175</b> <b>28.1%</b>
<b>Total Searches Percent</b>	<b>284</b> <b>100.0%</b>	<b>8,343</b> <b>100.0%</b>	<b>1,929</b> <b>100.0%</b>	<b>345</b> <b>100.0%</b>	<b>7,493</b> <b>100.0%</b>	<b>30</b> <b>100.0%</b>	<b>18,424</b> <b>100.0%</b>

**Table 15. Reason for Search by Driver's Race/Ethnicity (Females)**

<b>Reason for Search</b>	<b>Asian</b>	<b>African American</b>	<b>Hispanic</b>	<b>Other</b>	<b>Caucasian</b>	<b>Unknown/ Missing</b>	<b>Total</b>
Consensual Percent	8 12.7%	320 18.1%	28 15.3%	23 31.5%	544 21.8%	0 0.0%	<b>923</b> <b>16.7%</b>
Incident to Arrest Percent	32 50.8%	481 27.2%	75 41%	25 34.2%	1,015 40.6%	1 20.0%	<b>1,629</b> <b>40.6%</b>
Exigent Circumstances Percent	1 1.6%	20 1.1%	1 0.5%	2 2.7%	5 0.2%	0 0.0%	<b>29</b> <b>0.6%</b>
K-9 Alert Percent	1 1.6%	95 5.4%	13 7.1%	1 1.4%	278 11.1%	0 0.0%	<b>388</b> <b>8.2%</b>
Other Percent	6 9.5%	274 15.5%	20 10.9%	4 5.5%	81 3.2%	2 40.0%	<b>387</b> <b>9.7%</b>
Probable Cause Percent	15 23.8%	580 32.7%	46 25.1%	18 24.7%	576 23.0%	1 20.0%	<b>1,236</b> <b>24.2%</b>
<b>Total Searches Percent</b>	<b>63</b> <b>100.0%</b>	<b>1,770</b> <b>100.0%</b>	<b>183</b> <b>100.0%</b>	<b>73</b> <b>100.0%</b>	<b>2,499</b> <b>100.0%</b>	<b>4</b> <b>100.0%</b>	<b>4,592</b> <b>100.0%</b>

**Tables 16 and 17** display the search disposition stratified by race/ethnicity and collapsed across gender. A search disposition was reported in 22,766 traffic stops (98.1% of all searches). Of those searches where a search disposition was included, the majority of males and females had nothing confiscated (95.9% and 95.8% respectively). Search dispositions were fairly consistent among the different races/ethnicities. Of those searches where a disposition was reported, Hispanic males (0.8%) were least likely to have contraband seized. Other-Non Caucasians males (0.3%) were least likely to have property seized. African American males (1.1%) were more likely to have just property seized when compared with other races/ethnicities. Caucasian males (3.1%) were most likely to have contraband only seized. Caucasian males (0.8%) were also more likely to have both contraband and property seized compared to other demographics.

There was a somewhat similar trend experienced for females. In fact, Hispanics were least likely to have contraband, seized followed by Asian (1.6%), African American (2.1%), Other Non-Caucasian (2.7%), and Caucasian females (3.4%). Other Non-Caucasian females had the highest frequency of property confiscation overall (1.4%), as well as both contraband and property seized (1.4%).

**Table 16. Search Disposition by Driver’s Race/Ethnicity (Males)**

<b>Search Disposition</b>	<b>Asian</b>	<b>African American</b>	<b>Hispanic</b>	<b>Other</b>	<b>Caucasian</b>	<b>Unknown/ Missing</b>	<b>Total</b>
Contraband	6	221	16	7	224	0	<b>879</b>
Percent	2.1%	2.7%	0.8%	2.0%	3.1%	0.0%	16.9 %
Property	2	88	13	1	59	0	<b>397</b>
Percent	0.7%	1.1%	0.7%	0.3%	0.8%	0.0%	<b>7.6 %</b>
Contraband & Property	0	61	5	0	61	0	<b>785</b>
Percent	0.0%	0.7%	0.3%	0.0%	0.8%	0.0%	<b>15.1 %</b>
Nothing	275	7,850	1,889	337	7,092	20	<b>17,463</b>
Percent	97.2%	95.5%	98.2%	97.7%	94.4%	100.0%	<b>95.9%</b>
<b>Total Searches with Disposition Reported</b>	<b>283</b>	<b>8,220</b>	<b>1,923</b>	<b>345</b>	<b>7,436</b>	<b>20</b>	<b>18,217</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>
Total Searches with Disposition not Reported	1	123	26	0	58	10	<b>208</b>
Percent	<b>0.3%</b>	<b>1.5%</b>	<b>1.3%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>33.3%</b>	<b>1.1%</b>

**Table 17. Search Disposition by Driver's Race/Ethnicity (Females)**

<b>Search Disposition</b>	<b>Asian</b>	<b>African American</b>	<b>Hispanic</b>	<b>Other</b>	<b>Caucasian</b>	<b>Unknown/ Missing</b>	<b>Total</b>
Contraband Percent	1 1.6%	36 2.1%	0 0.0%	2 2.7%	84 3.4%	0 0.0%	<b>123</b> <b>2.6%</b>
Property Percent	0 0.0%	20 1.1%	2 1.1%	1 1.4%	16 0.6%	0 0.0%	<b>39</b> <b>0.9%</b>
Contraband & Property Percent	0 0.0%	6 0.3%	1 0.5%	1 1.4%	20 0.8%	0 20.0%	<b>28</b> <b>0.5%</b>
Nothing Percent	62 98.4%	1,687 96.5%	180 98.4%	69 94.5%	2,359 95.2%	2 80.0%	<b>4,359</b> <b>95.8%</b>
<b>Total Searches with Disposition Reported Percent</b>	<b>63</b> <b>100.0%</b>	<b>1,749</b> <b>100.0%</b>	<b>183</b> <b>100.0%</b>	<b>73</b> <b>100%</b>	<b>2,479</b> <b>100.0%</b>	<b>2</b> <b>100.0%</b>	<b>4,549</b> <b>100.0%</b>
Total Searches with Disposition not Reported Percent	<b>0</b> <b>0.0%</b>	<b>21</b> <b>1.2%</b>	<b>0</b> <b>0.0%</b>	<b>0</b> <b>0.0%</b>	<b>20</b> <b>0.8%</b>	<b>2</b> <b>50.0%</b>	<b>43</b> <b>0.9%</b>

**Tables 18 and 19** specify the outcome of each traffic stop. Missing data was apparent in the outcome of 41,789 traffic stops. Totals do not equal all traffic stops due to missing gender data in 22,466 cases. Statistics indicate that males are slightly more likely to receive a citation than females (35.6% compared to 29.6%). Conversely, males are less likely to receive a warning than females (51.8%, compared to 56.8%). Receiving a warning (i.e., written or verbal) was the most common outcome for males including Caucasians (54.2%), Asians (54.2%), Other Non-Caucasians (52.6%), and African Americans (50.9%) Conversely, Hispanic males were more likely to receive a citation (45.8%) than a warning (39.3%) and also more likely to receive a citation than any other race/ethnicity. Further, the probability of an arrest ranged from 1.0% for Other Non-Caucasian males to 3.3% for Hispanic males.

Similar to males, the most common outcome for females was to receive a warning which ranged from 59.3% for Asians to 47.2% for Hispanics. Hispanic females were most likely to receive a citation (38.6%) followed by African American (31.8%), Other Non-Caucasian (31.0%), Asian (29.8%), and Caucasian female drivers (27.1%). The probability of an arrest ranged from 0.5% for Other Non-Caucasian females to 1.2% for Caucasian females.

**Table 18. Traffic Stop Outcome by Driver's Race/Ethnicity (Males)**

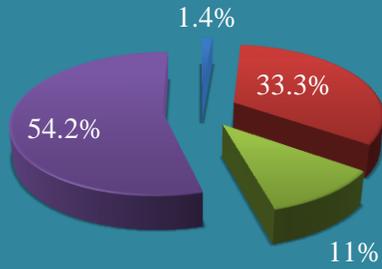
Traffic Stop Outcome	Asian	African American	Hispanic	Other	Caucasian	Unknown/ Missing	Total
Arrest	167	3,679	1,203	149	4,314	16	<b>9,528</b>
Percent	1.4%	2.3%	3.3%	1.0%	1.9%	1.1%	<b>2.1%</b>
Citation	4,007	58,225	16,810	5,640	75,071	127	<b>159,880</b>
Percent	33.3%	36.4%	45.8%	36.5%	33.7%	9.1%	<b>35.6%</b>
SERO	1,325	16,766	4,297	1,551	22,752	171	<b>46,863</b>
Percent	11.0%	10.5%	11.7%	10.0%	10.2%	12.3%	<b>10.4%</b>
Warning	6,518	81,395	14,416	8,130	120,864	1,081	<b>232,404</b>
Percent	54.2%	50.9%	39.3%	52.6%	54.2%	77.5%	<b>51.8%</b>
<b>Total</b>	<b>12,017</b>	<b>160,065</b>	<b>36,726</b>	<b>15,470</b>	<b>223,001</b>	<b>1,395</b>	<b>448,675</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>

**Table 19. Traffic Stop Outcome by Driver's Race/Ethnicity (Females)**

Traffic Stop Outcome	Asian	African American	Hispanic	Other	Caucasian	Unknown/ Missing	Total
Arrest	42	734	113	29	1,556	2	<b>2,476</b>
Percent	0.6%	0.8%	1.0%	0.5%	1.2%	0.3%	<b>1.0%</b>
Citation	1,995	30,472	4,253	1,894	34,541	73	<b>73,228</b>
Percent	29.8%	31.8%	38.6%	31.0%	27.1%	10.6%	<b>29.6%</b>
SERO	681	12,642	1,454	702	15,765	109	<b>31,353</b>
Percent	10.2%	13.2%	13.2%	11.5%	12.4%	15.8%	<b>12.7%</b>
Warning	3,966	52,104	5,207	3,478	75,374	507	<b>140,636</b>
Percent	59.3%	54.3%	47.2%	57.0%	59.2%	73.4%	<b>56.8%</b>
<b>Total</b>	<b>6,684</b>	<b>95,952</b>	<b>11,027</b>	<b>6,103</b>	<b>127,236</b>	<b>691</b>	<b>247,693</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>

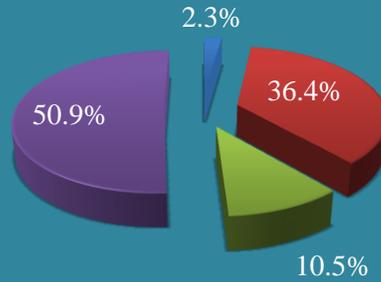
**Chart 5. Traffic Stop Outcome Asian Males**

Arrest Citation SERO Warning



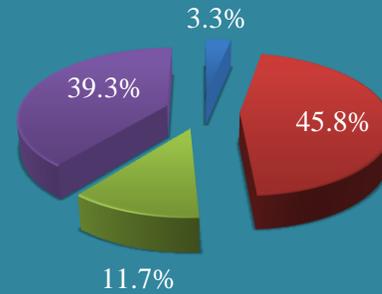
**Chart 6. Traffic Stop Outcome African American Males**

Arrest Citation SERO Warning



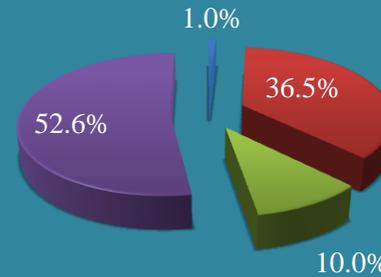
**Chart 7. Traffic Stop Outcome Hispanic Males**

Arrest Citation SERO Warning



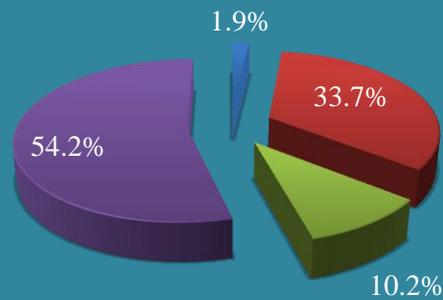
**Chart 8. Traffic Stop Outcome Other Non-Caucasian Males**

Arrest Citation SERO Warning



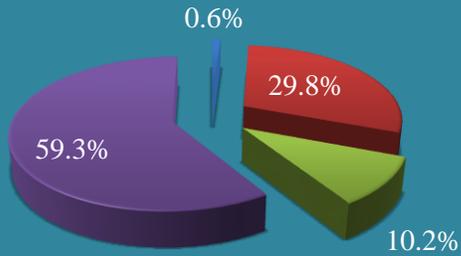
**Chart 9. Traffic Stop Outcome Caucasian Males**

Arrest Citation SERO Warning



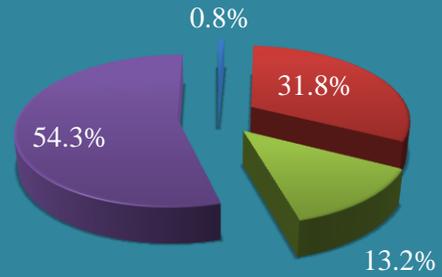
**Chart 10. Traffic Outcome  
Asian Females**

Arrest Citation SERO Warning



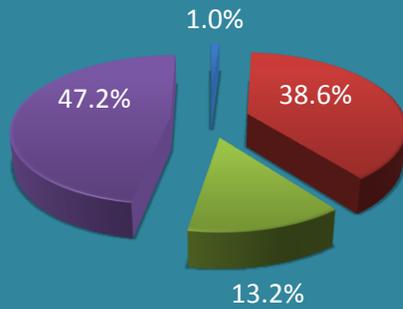
**Chart 11. Traffic Stop Outcome  
African American Females**

Arrest Citation SERO Warning



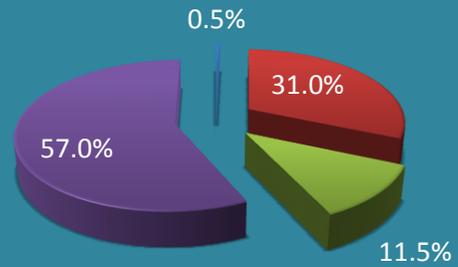
**Chart 12. Traffic Stop Outcome  
Hispanic Females**

Arrest Citation SERO Warning



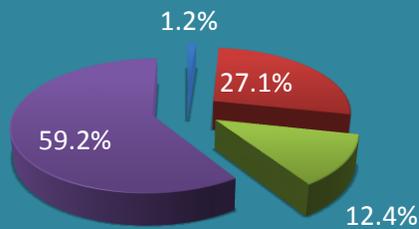
**Chart 13. Traffic Stop Outcome  
Other Non-Caucasian Females**

Arrest Citation SERO Warning



**Chart 14. Traffic Stop Outcome  
Caucasian Females**

Arrest Citation SERO Warning



Restricting the analysis to only those cases in which the traffic stop resulted in an arrest, **Tables 20 and 21** present the reason given by the officer for the arrest delineated by the driver’s race/ethnicity and gender. An arrest reason was reported in 11,728 of the 12,004 arrests made (97.0%). The most common arrest reason for all ethnic groups for both males and females were based on the stop, ranging from 55.1% for Asian males to 70.2% for Hispanic males, and 58.0% for African American females to 69.0% for Asian females. Other Caucasian males and African American females were the most likely to be arrested based on the search. Hispanic males and Asian females were both the least likely to be arrested based on the search. Hispanic males and Hispanic females respectively were more likely to be arrested for an “other” reason. The stop reason was unknown/missing most often on the arrests of Hispanic males and Other Non-Caucasian females.

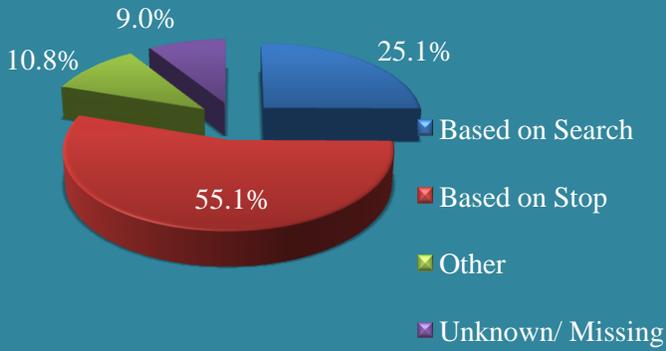
**Table 20. Reason for Arrest by Driver’s Race/Ethnicity and Gender (Males)**

<b>Arrest Reason</b>	<b>Asian</b>	<b>African American</b>	<b>Hispanic</b>	<b>Other</b>	<b>Caucasian</b>	<b>Unknown/ Missing</b>	<b>Total</b>
Based on Search Percent	42 25.1%	1,146 31.1%	149 12.4%	52 34.9%	1,254 29.1%	3 0.0%	<b>2,646</b> <b>27.8%</b>
Based on Stop Percent	92 55.1%	1,997 54.3%	845 70.2%	82 55.0%	2,551 59.1%	3 61.5%	<b>5,570</b> <b>58.4%</b>
Other Percent	18 11.0%	459 12.5%	181 15.0%	13 8.7%	403 9.3%	10 23.1%	<b>1,084</b> <b>11.4%</b>
Unknown/Missing Percent	15 9.0%	77 2.1%	28 2.3%	2 1.3%	106 2.5%	0 0.0%	<b>228</b> <b>2.4%</b>
<b>Total Percent</b>	<b>167</b> <b>100.0%</b>	<b>3,679</b> <b>100.0%</b>	<b>1,203</b> <b>100.0%</b>	<b>149</b> <b>100.0</b>	<b>4,314</b> <b>100.0</b>	<b>16</b> <b>100.0%</b>	<b>9,528</b> <b>100.0%</b>

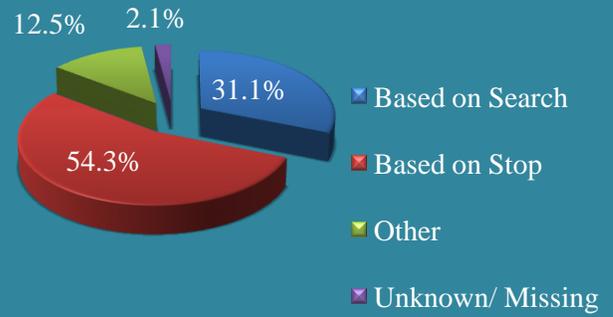
**Table 21. Reason for Arrest by Driver’s Race/Ethnicity and Gender (Females)**

<b>Arrest Reason</b>	<b>Asian</b>	<b>African American</b>	<b>Hispanic</b>	<b>Other</b>	<b>Caucasian</b>	<b>Unknown/ Missing</b>	<b>Total</b>
Based on Search Percent	8 19.0%	197 26.8%	23 20.4%	7 24.1%	394 25.3%	0 0.0%	<b>629</b> <b>25.4%</b>
Based on Stop Percent	29 69.0%	426 58.0%	73 64.6%	18 62.1%	994 63.9%	2 100%	<b>1,542</b> <b>62.2%</b>
Other Percent	3 7.1%	96 13.1%	15 13.3%	2 6.9%	141 9.1%	0 0.0%	<b>257</b> <b>10.3%</b>
Unknown/Missing Percent	2 4.8%	15 2.0%	2 1.7%	2 6.9%	27 1.7%	0 0.0%	<b>48</b> <b>1.9%</b>
<b>Total Percent</b>	<b>42</b> <b>100.%</b>	<b>734</b> <b>100.0%</b>	<b>113</b> <b>100.0%</b>	<b>29</b> <b>100.0%</b>	<b>1,556</b> <b>100.0%</b>	<b>2</b> <b>100.0%</b>	<b>2,476</b> <b>100.0%</b>

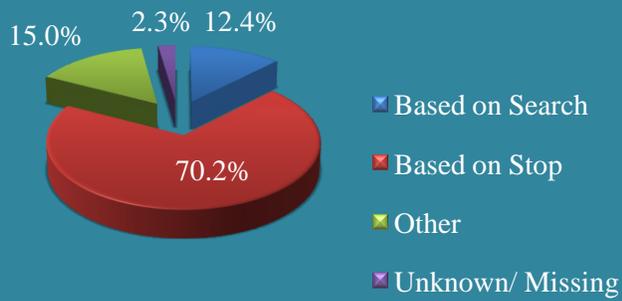
**Table 15. Arrest Reason  
Asian Males**



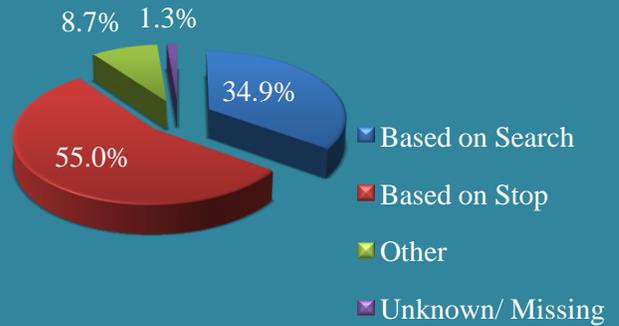
**Table 16. Arrest Reason  
African American Males**



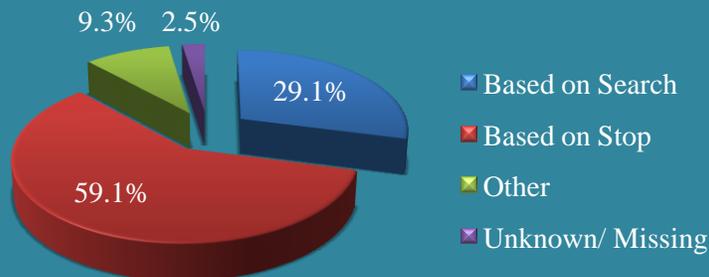
**Table 17. Arrest Reason  
Hispanic Males**



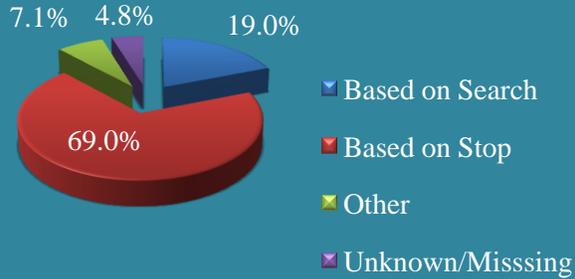
**Table 18. Arrest Reason  
Other Non- Caucasians Males**



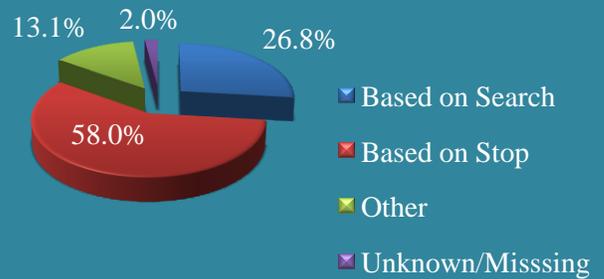
**Table 19. Arrest Reason  
Caucasian Males**



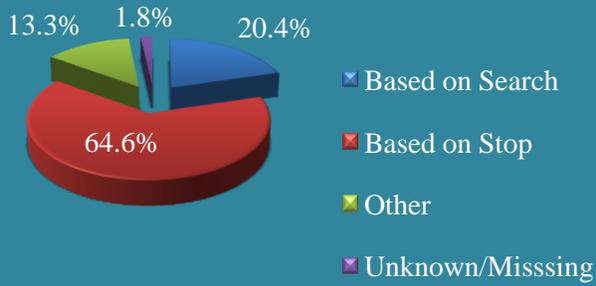
**Table 20. Arrest Reason Asian Females**



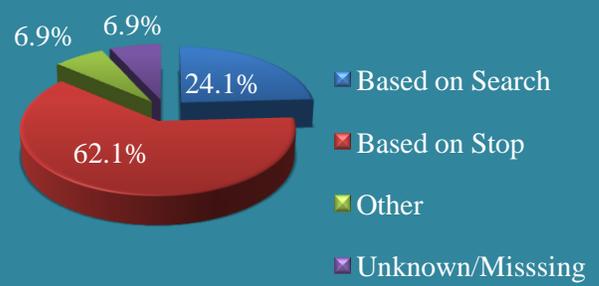
**Table 21. Arrest Resason African American Females**



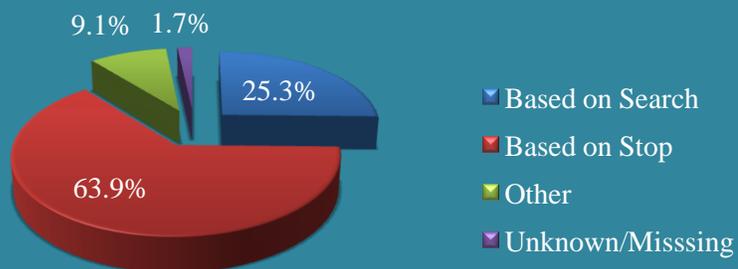
**Table 22. Arrest Reason Hispanic Females**



**Table 23. Arrest Reason Other Non- Caucasian Females**



**Table 24. Arrest Reason Caucasian Females**



## **DISCUSSION AND RECOMMENDATIONS**

Maryland Residents represented the vast majority of the motorists that were pulled over. Stops in Baltimore City, Baltimore County, Montgomery County, Prince George's County and Anne Arundel County accounted for 66% of all traffic stops. Most stops occurred in the month of May and the least number of stops were made in January. Approximately 92% of stops lasted 10 minutes or less. Most stops (42%) were made between 1600-2400 hours.

The descriptive statistics suggest that there is little variation in the characteristics and the race/ethnicity of individuals stopped for traffic violations. Across race/ethnicities and gender, both males and females were most likely to be stopped for a violation of Title 22. Searches of drivers and his/her vehicle are not conducted very often by police officers during traffic stops (approximately 1.0% of all stops). For males and females, the most common search reasons are reported as probable cause established by an officer and a search incident to arrest. The search reason of both male and female African Americans and Hispanics were more likely to be categorized as *Other* than the other demographics. The majority of drivers stopped and searched did not have property or contraband confiscated. Once stopped, drivers were most likely to receive either a written or verbal warning. On average, females received more warnings and were less likely to receive citations than males across all race/ethnicities. Hispanic males were the most likely to be arrested after a traffic stop had been conducted. The majority of all arrests that were made by law enforcement during traffic stops were based on the initial reason for the stop.

While each of these observations has been revealed from the data, 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 traveling 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 traveling 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. However, the Maryland Statistical Analysis Center is committed to strengthening communication with law enforcement agencies to facilitate the collection of data and improve the traffic stop data reporting methodology moving forward.