



# **Twelfth Report to the State of Maryland Under TR 25-113 2015 Race-Based Traffic Stop Data Analysis**

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## 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 2016 report presents aggregate data on all law eligible stops in Maryland that law enforcement agencies reported to the Maryland Statistical Analysis Center for the 2015 calendar year (January 1, 2015 through December 31, 2015). 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 departments are included in the current analysis (n = 874,369 traffic stops); the majority of agencies that were not included in the analyses reported to the Governor's Office of Crime Control and Prevention 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 a Maryland jurisdiction between January 1, 2015 and December 31, 2015. 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.

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<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.

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:

<b>Data Information</b>	<b>Units of Measure</b>
Gender of driver	Male, female
Race of driver	Caucasian, African American, Asian, Hispanic, Other <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 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

## RESULTS

Between January 1, 2015 and December 31, 2015, Maryland police departments and sheriffs’ offices reported **874,369** 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 8,742 traffic stops. As illustrated below, the majority of drivers who were stopped during a traffic stop were Caucasian (46.5%) followed by African Americans at 38.2%.

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<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.

<b>Table 1. Race/Ethnicity of Driver in Traffic Stops</b>			
	<b>Frequency</b>	<b>Percent</b>	<b>Cumulative Percent</b>
Asian	24,572	2.8%	2.8%
African American	333,661	38.2%	41.0%
Hispanic	69,723	7.9%	48.9%
Other	31,313	3.6%	52.5%
White	406,358	46.5%	99.0%
Missing/Unknown	8,742	1.0%	100.0%
<b>Total</b>	<b>874,369</b>	<b>100.0%</b>	

**Table 2** displays the breakdown of the gender for all drivers involved in traffic stops. Male drivers (63.6%) were stopped more frequently than female drivers (36.4%). Unknown/missing gender data was found in 18,061 traffic stops (2.1%).

<b>Table 2. Gender of Driver in Traffic Stops</b>			
	<b>Frequency</b>	<b>Percent</b>	<b>Cumulative Percent</b>
Female	311,592	36.4%	36.4%
Male	544,716	63.6%	97.9%
Unknown/Missing	18,061	2.1%	100%
<b>Total</b>	<b>874,369</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 26.1% of stops and combined with the Baltimore City Police (7.5%), Baltimore County Police (7.9%), Montgomery County Police (10.4%), and Prince George’s County Police (4.8%) accounted for almost 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	3,807	0.4%	Baltimore County Sheriff	447	0.1%
Allegany County Sheriff	450	0.1%	Baltimore Environmental Police	409	0.0%
Annapolis City Police Department	3,613	0.4%	Baltimore City Police Department	65,535	7.5%
Anne Arundel County Community College Public Safety & Police	115	0.0%	Bel Air Police Department	1,088	0.1%
Anne Arundel County Police Department	43,125	4.9%	Berlin Police Department	404	0.0%
Anne Arundel County Sheriff	45	0.0%	Berwyn Heights Police Department	13	0.0%
Baltimore City School Police	63	0.0%	Bladensburg Police Department	1,037	0.2%
Baltimore County Police Department	69,223	7.9%	Boonsboro Police Department	775	0.1%
Bowie Police Department	3,679	0.4%	Cumberland Police Department	1,509	0.2%
Bowie State University Department of Public Safety	3	0.0%	Delmar Police Department	430	0.0%
Brentwood Police Department	114	0.0%	Denton Police Department	404	0.0%
Brunswick Police Department	540	0.1%	Department of General Services	97	0.0%
Calvert County Sheriff	6,630	0.8%	District Heights Police Department	603	0.1%
Cambridge Police Department	3,892	0.4%	Dorchester County Sheriff	743	0.1%
Capitol Heights Police Department	162	0.0%	Easton Police Department	6,085	0.7%
Caroline County Sheriff	1,104	0.1%	Edmonston Police Department	548	0.1%
Carroll County Sheriff	6,301	0.7%	Elkton Police Department	1,028	0.1%

Cecil County Sheriff	4,970	0.6%	Fairmount Police Department	70	0.0%
Centreville Police Department	1,071	0.1%	Federalsburg Police Department	608	0.1%
Charles County Sheriff	13,292	1.5%	Forest Heights Police Department	642	0.1%
Chestertown Police Department	1,243	0.2%	Fort Detrick Police	8	0.0%
Cheverly Police Department	2,081	0.2%	Fort Meade Police	21	0.0%
Chevy Chase Village Police Department	333	0.0%	Frederick County Sheriff	13,872	1.6%
Colmar Police Department	24	0.0%	Frederick Police Department	8,232	0.9%
Coppin State University Police	32	0.0%	Frostburg City Police Department	399	0.0%
Cottage City Police Department	310	0.0%	Fruitland Police Department	2,906	0.3%
Crofton Police Department	80	0.0%	Gaithersburg Police Department	7,498	0.9%
Garrett County Sheriff	897	0.1%	Maryland National Capitol Park Police – Montgomery County	7,177	0.8%
Glenarden Police Department	84	0.0%	Maryland National Capitol Park Police – Prince George’s County	3,460	0.4%
Greenbelt Police Department	4,903	0.6%	Maryland Transit Authority	62	0.0%
Greensboro Police Department	111	0.0%	Maryland Transportation Administration	68,636	7.8%
Hagerstown Police Department	3,025	0.4%	Montgomery County Police Department	91,259	10.4%
Hampstead Police Department	713	0.1%	Montgomery County Sheriff	1,004	0.1%
Hancock Police Department	276	0.0%	Morningside Police Department	661	0.1%
Harford County Sheriff	19,337	2.2%	Mount Rainier Police Department	671	0.1%
Havre De Grace Police Department	681	0.1%	Natural Resource Police	1,213	0.2%

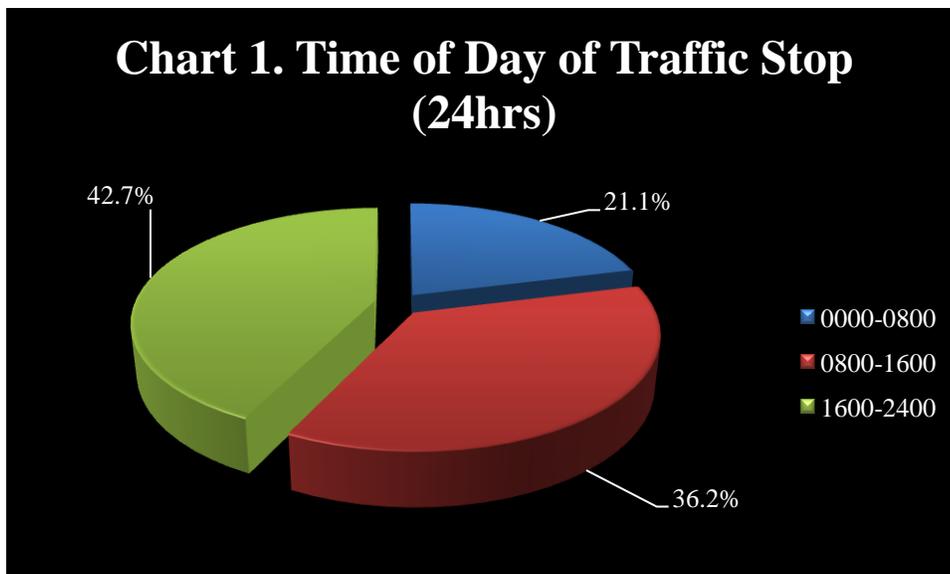
Howard County Police Department	30,479	3.5%	New Carrollton Police Department	469	0.1%
Hurlock Police Department	358	0.0%	Oakland Police Department	26	0.0%
Hyattsville Police Department	2,302	0.3%	Ocean City Police Department	12,373	1.4%
Kent County Sheriff	2,261	0.3%	Ocean Pines Police Department	921	0.1%
La Plata Police Department	2,257	0.3%	Oxford Police Department	48	0.0%
Landover Police Department	618	0.1%	Perryville Police Department	84	0.0%
Laurel Police Department	5,619	0.6%	Pocomoke City Police Department	1,473	0.2%
Manchester Police Department	40	0.0%	Prince George's County Police Department	41,771	4.8%
Maryland Motor Vehicle Administration	41	0.0%	Prince George's County Sheriff	172	0.0%
Maryland State Police	227,880	26.1%	Princess Anne Police Department	508	0.1%
Queen Anne's County Sheriff	2,102	0.2%	Talbot County Sheriff	2,118	0.3%
Ridgley Police Department	213	0.0%	Taneytown Police Department	941	0.1%
Rising Sun Police Department	903	0.1%	Thurmont Police Department	605	0.1%
Riverdale Police Department	1,683	0.2%	Towson University Police	758	0.1%
Rock Hall Police Department	132	0.0%	Trappe Police Department	6	0.0%
Rockville Police Department	5,098	0.6%	University of Baltimore Police	572	0.1%
Salisbury Police Department	2,970	0.3%	University of Maryland Baltimore County Police	645	0.1%
Salisbury University Police	233	0.0%	University of Maryland Baltimore Police	821	0.1%
Seat Pleasant Police Department	510	0.1%	University of Maryland College Park Police	7,108	0.8%
Smithsburg Police Department	146	0.0%	University of Maryland Eastern Shore Police	120	0.0%

Snow Hill Police Department	629	0.1%	University Park Police	152	0.0%
Somerset County Sheriff	616	0.1%	Upper Marlboro Police Department	147	0.0%
St. Mary's County Sheriff	4,420	0.5%	Washington County Sheriff	7,190	0.8%
St. Michael's Police Department	295	0.0%	Westminster Police Department	3,858	0.4%
Sykesville Police Department	646	0.1%	Wicomico County Sheriff	3,996	0.5%
Takoma Park Police Department	6,947	0.8%	Worcester County Sheriff	2,089	0.2%
			Other (Comptroller, etc.)	117	0.0%

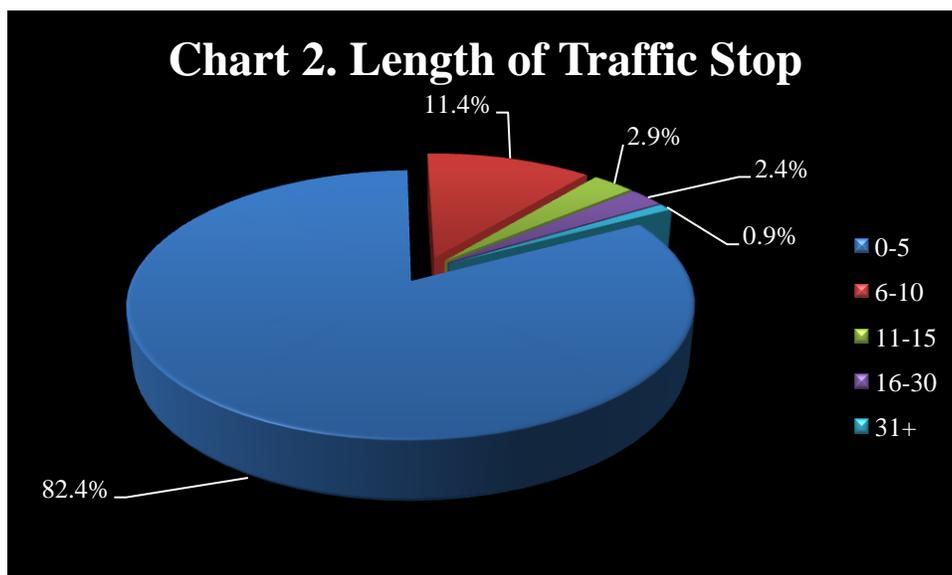
**Table 4** displays statistics regarding the month that traffic stops were made by law enforcement. Stop month was missing in 65,535 stops made by law enforcement. The least number of stops were made in February (59,641, 6.8 %) and the most stops were made in the month of July (73,933, 8.4%).

<b>Table 4. Month of Traffic Stop</b>		
<b>Month</b>	<b>Number of Stops</b>	<b>Percent</b>
January	63,636	7.3%
February	59,641	6.8%
March	72,042	8.2%
April	71,784	8.2%
May	69,911	8.0%
June	67,015	7.7%
July	73,933	8.4%
August	70,912	8.1%
September	68,232	7.8%
October	64,848	7.4%
November	66,033	7.6%
December	60,847	7.0%
<b>Missing</b>	<b>65,535</b>	<b>7.5%</b>
<b>Total</b>	<b>874,369</b>	<b>100.0%</b>

The data in **Chart 1** displays statistics on the time that each traffic stop occurred. The majority of stops (42.7%) were made between 1600-2400 hours. 36.2% percent of stops were made between 0800-1600 hours and another 21.1% were made between 0000-0800 hours.



As illustrated in **Chart 2**, a majority of traffic stops (82.4%) lasted between 0-5 minutes. Further, nearly 94% of stops lasted 10 minutes or less. Nearly 1% of stops lasted for more than 30 minutes.



**Tables 5 and 6** 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 17,890 cases and missing stop reason data in 2,150 cases.<sup>5</sup> 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 traffic stops violations characterized as “other” ranging from 16.8% for Asian males to 27.9% for African American males.<sup>6</sup> African American males were stopped more frequently for registration violations (14.8%), compared to Caucasian (13.1%), Other Non-Caucasian (12.0%), Hispanic (11.2%) and Asian males (11.1%). Other Non-Caucasian males and Asian males were more likely to be stopped for a moving violation (12.7% and 12.1%) compared to Caucasians (10.1%), African Americans (8.7%) and Hispanics (8.0%).

Females of all race/ethnicities were stopped most frequently for “other” traffic violations which ranged from 16.0% for Other Non-Caucasian females to 28.6% for African American females. African American females were the most likely to be stopped for registration violations (15.4%) compared to compared to Caucasian (12.5%), Other Non-Caucasian (12.2%), Hispanic (11.1%) and Asian females (11.0%). Asian females were stopped more frequently for a moving violation (11.1%) followed by other

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<sup>5</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>6</sup> “Other Violations” Would Consist Of A Violation Of One Of The Following Titles Of The Transportation Article.

- Title 14. Antitheft Laws
- Title 15. Licensing Of Businesses And Occupations
- Title 17. Required Security
- Title 18. For-Rent Vehicles
- Title 19. Civil Liability Of Governmental Agencies
- Title 20. Accidents And Accident Reports
- Title 23. Inspection Of Used Vehicles And Warnings For Defective Equipment

Non-Caucasians (10.9%), Caucasians (9.6%), African Americans (8.3%) and Hispanics (7.2%). Both Caucasian males and Caucasian females were more likely to be stopped for an equipment violation than any other race/ethnicity.

<b>Table 5. Primary Initial Reason for Stop by Driver's Race/Ethnicity and Gender (Males)</b>							
<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>
Registration Violations	1,705 11.1%	29,910 14.8%	5,883 11.2%	2,621 12.0%	32,685 13.1%	29 1.2%	<b>72,833</b> <b>13.4%</b>
Drivers License Violations	197 1.3%	5,193 2.6%	1,769 3.4%	292 1.3%	3,623 1.5%	12 0.5%	<b>11,086</b> <b>2.0%</b>
Miscellaneous Violations	1,152 7.5%	12,375 6.1%	4,497 8.5%	2,215 10.1%	23,319 9.4%	12 0.5%	<b>43,570</b> <b>8.0%</b>
Operation of Motorcycle Violations	4 0.0%	155 0.1%	30 0.0%	12 0.1%	359 0.1%	0 0.0%	<b>560</b> <b>0.1%</b>
Toll Facility Violations	39 0.3%	513 0.3%	137 0.3%	74 0.3%	638 0.3%	0 0.0%	<b>1,401</b> <b>0.3%</b>
Traffic Sign, Signal, and Marking Violations	2,222 14.4%	19,346 9.6%	6,557 12.5%	2,894 13.2%	23,939 9.6%	17 0.7%	<b>54,975</b> <b>10.1%</b>
Right side of roadway violations	849 5.5%	8,785 4.3%	2,856 5.4%	1,306 6.0%	12,363 5.0%	15 0.6%	<b>26,174</b> <b>4.8%</b>
Right of way Violations	689 4.5%	4,374 2.2%	1,775 3.4%	835 3.8%	7,173 2.9%	2 0.1%	<b>14,848</b> <b>2.7%</b>
Pedestrian rights and rules Violations	89 0.6%	749 0.4%	301 0.6%	92 0.4%	1,073 0.4%	0 0.0%	<b>2,304</b> <b>0.4%</b>
Turning, Signals, and Stopping Violations	139 0.9%	1,890 0.9%	530 1.0%	206 0.9%	2,175 0.9%	1 0.0%	<b>4,941</b> <b>0.9%</b>
Stopping Violations	965 6.3%	6,976 3.4%	2,563 4.9%	989 4.5%	12,110 4.9%	17 0.7%	<b>23,620</b> <b>4.3%</b>
Speed Restriction Violations	1,876 12.2%	17,595 8.7%	4,186 8.0%	2,781 12.7%	25,088 10.1%	21 0.9%	<b>51,547</b> <b>9.5%</b>
Reckless or Impaired Driving; Fleeing or Eluding Police	148 1.0%	1,703 0.8%	795 1.5%	188 0.9%	3,083 1.2%	5 0.2%	<b>5,922</b> <b>1.1%</b>
Equipment Violations	2,467 16.0%	36,112 17.8%	8,956 17.1%	3,684 16.8%	52,946 21.3%	32 1.3%	<b>104,197</b> <b>19.1%</b>
Size, Weight, and Load Violations	14 0.0%	261 0.1%	88 0.2%	50 0.2%	419 0.2%	0 0.0%	<b>832</b> <b>0.2%</b>
All Other Violations	2,829 18.4%	56,600 27.9%	11,573 22.0%	3,677 16.8%	47,594 19.1%	2,233 93.3%	<b>124,506</b> <b>22.9%</b>
<b>Total Percent</b>	<b>15,384</b> <b>100.0%</b>	<b>202,537</b> <b>100.0%</b>	<b>52,496</b> <b>100.0%</b>	<b>21,916</b> <b>100.0%</b>	<b>248,168</b> <b>100.0%</b>	<b>2,396</b> <b>100.0%</b>	<b>544,716</b> <b>100.0%</b>

**Table 6. 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>
Registration Violations	985 11.0%	18,642 15.4%	1,832 11.1%	1,118 12.2%	19,274 12.5%	15 1.6%	<b>41,866</b> <b>13.5%</b>
Drivers License Violations	79 0.9%	2,290 1.9%	417 2.6%	123 1.3%	2,031 1.3%	3 0.3%	<b>4,943</b> <b>1.6%</b>
Miscellaneous Violations	755 8.5%	9,350 7.7%	1,731 10.5%	1,106 12.1%	18,823 12.2%	7 0.7%	<b>31,772</b> <b>10.2%</b>
Operation of Motorcycle Violations	2 0.0%	9 0.0%	0 0.0%	2 0.0%	41 0.0%	0 0.0%	<b>54</b> <b>0.0%</b>
Toll Facility Violations	14 0.2%	166 0.1%	18 0.1%	14 0.6%	174 0.1%	0 0.0%	<b>386</b> <b>0.1%</b>
Traffic Sign, Signal, and Marking Violations	1,472 16.5%	11,333 9.3%	2,228 13.5%	1,227 13.4%	15,153 9.8%	11 1.2%	<b>31,424</b> <b>10.1%</b>
Right side of roadway violations	501 5.6%	4,786 3.9%	781 4.7%	481 5.3%	6,954 4.5%	6 0.6%	<b>13,509</b> <b>4.3%</b>
Right of way Violations	468 5.3%	3,227 2.7%	653 4.0%	414 4.5%	5,080 3.3%	0 0.0%	<b>9,842</b> <b>3.2%</b>
Pedestrian rights and rules Violations	73 0.8%	411 0.3%	140 0.8%	60 0.7%	697 0.5%	0 0.0%	<b>1,381</b> <b>0.4%</b>
Turning, Signals, and Stopping Violations	65 0.7%	900 0.7%	147 0.9%	59 0.6%	1,187 0.8%	0 0.0%	<b>2,358</b> <b>0.8%</b>
Stopping Violations	709 7.9%	4,926 4.1%	1,048 6.3%	554 6.0%	9,035 5.9%	7 0.7%	<b>16,279</b> <b>5.2%</b>
Speed Restriction Violations	992 11.1%	10,021 8.3%	1,182 7.2%	1,001 10.9%	14,824 9.6%	8 0.8%	<b>28,028</b> <b>9.0%</b>
Reckless or Impaired Driving Fleeing or Eluding Police	54 0.6%	620 0.5%	101 0.6%	44 0.5%	1,322 0.9%	3 0.3%	<b>2,144</b> <b>0.7%</b>
Equipment Violations	1,286 14.4%	20,013 16.5%	2,676 16.2%	1,455 15.9%	28,440 18.5%	8 0.8%	<b>53,878</b> <b>17.3%</b>
Size, Weight, and Load Violations	1 0.0%	15 0.0%	3 0.0%	2 0.0%	26 0.0%	0 0.0%	<b>47</b> <b>0.0%</b>
All Other Violations	1,465 16.5%	34,610 28.6%	3,571 21.5%	1,466 16.0%	30,953 20.1%	889 93.0%	<b>72,954</b> <b>23.5%</b>
<b>Total</b>	<b>8,921</b>	<b>121,319</b>	<b>16,528</b>	<b>9,126</b>	<b>154,014</b>	<b>957</b>	<b>310,865</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 vehicles stopped (i.e., in-state or out-of-state), stratified by the race/ethnicity of the driver is displayed in **Tables 7 and 8**, for males and females respectively. The totals do not equal all traffic stops due to missing gender information in 17,890 cases. The majority of registrations, for male and female drivers of all races/ethnicities, were in-state at the time of the stop (83.8% and 87.1% respectively).

**Table 7. 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	12,889	173,153	45,538	17,424	205,049	2,254	<b>456,307</b>
Percent	83.5%	85.3%	86.6%	79.2%	82.3%	94.1%	<b>83.8%</b>
Out-of-State	2,451	28,555	6,680	4,461	42,551	141	<b>84,839</b>
Percent	15.9%	14.1%	12.7%	20.3%	17.1%	5.9%	<b>15.5%</b>
Unknown/Missing	94	1,329	370	124	1,652	1	<b>3,570</b>
Percent	0.6%	0.6%	0.7%	0.5%	0.6%	0.0%	<b>0.7%</b>
<b>Total</b>	<b>15,434</b>	<b>203,037</b>	<b>52,588</b>	<b>22,009</b>	<b>249,252</b>	<b>2,396</b>	<b>544,716</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 8. 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	7,895	106,716	14,869	7,885	133,208	909	<b>271,482</b>
Percent	88.3%	87.8%	89.8%	86.0%	86.3%	95.0%	<b>87.1%</b>
Out-of-State	998	14,385	1,553	1,227	20,675	47	<b>38,885</b>
Percent	11.2%	11.8%	9.4%	13.4%	13.4%	4.9%	<b>12.5%</b>
Unknown/Missing	50	444	129	54	547	1	<b>1,225</b>
Percent	0.5%	0.4%	0.8%	0.6%	0.3%	0.1%	<b>0.4%</b>
<b>Total</b>	<b>8,943</b>	<b>121,545</b>	<b>16,551</b>	<b>9,166</b>	<b>154,430</b>	<b>957</b>	<b>311,592</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>

**Tables 9 and 10** display the breakdown of the total number of searches conducted which was stratified by the race/ethnicity of the driver. There were 22,178 conducted searches with a valid search type, representing only 2.5% of all traffic stops. Males were four times as likely to be searched compared to females (2.0% versus 0.5%). African American and Hispanic males (4.2%, 3.4%) were significantly more likely to be searched than any other race. Females were searched at relatively similar rates across race/ethnicity (0.5% - 1.6%).

<b>Table 9. Search Conducted by Race/Ethnicity (Males)</b>							
<b>Search Conducted</b>	<b>Asian</b>	<b>African American</b>	<b>Hispanic</b>	<b>Other</b>	<b>Caucasian</b>	<b>Unknown/ Missing</b>	<b>Total</b>
Yes	266	8,547	1,807	398	6,456	7	<b>17,481</b>
Percent	1.7%	4.2%	3.4%	1.8%	2.6%	0.3%	<b>3.2%</b>
No/incomplete data	15,168	194,490	50,781	21,611	242,796	2,389	<b>527,235</b>
Percent	98.3%	95.8%	96.6%	98.2%	97.4%	99.7%	<b>96.8%</b>
<b>Total</b>	<b>15,434</b>	<b>203,037</b>	<b>52,588</b>	<b>22,009</b>	<b>249,252</b>	<b>2,396</b>	<b>544,716</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 10. Search Conducted by Race/Ethnicity (Females)</b>							
<b>Search Conducted</b>	<b>Asian</b>	<b>African American</b>	<b>Hispanic</b>	<b>Other</b>	<b>Caucasian</b>	<b>Unknown/ Missing</b>	<b>Total</b>
Yes	47	1,913	181	78	2,477	1	<b>4,697</b>
Percent	0.5%	1.6%	1.1%	0.9%	1.6%	0.1%	<b>1.5%</b>
No/incomplete data	8,896	119,632	16,370	9,088	151,953	956	<b>306,895</b>
Percent	99.5%	98.4%	98.9%	99.1%	98.4%	99.9%	<b>98.5%</b>
<b>Total</b>	<b>8,943</b>	<b>121,545</b>	<b>16,551</b>	<b>9,166</b>	<b>154,430</b>	<b>957</b>	<b>311,592</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 and 12** 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 (60.4-76.2% for males and 55.8-70.2% for females). African American males were less likely than other races/ethnicities to have only their person searched (10.3%) compared to other Non-Caucasians (10.8%), Caucasians (16.2%), Hispanics (20.0%), and Asians (23.6%). Other Non-Caucasian males were more likely than other races/ethnicities to have just their property searched (18.2%) compared to African Americans (13.5%), Hispanics (14.6%), Asians (16.0%), and Caucasians (12.9%). If a search was conducted for both person and property, it often occurred for African American males (76.2%) and Asian females (70.2%). Other Non-Caucasian females and Hispanic Females were most likely to have their person searched (23.4% and 23.2% respectively).

<b>Table 11. 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	62	877	360	43	1,041	2	<b>2,385</b>
Percent	23.6%	10.3%	20.0%	10.8%	16.2%	28.6%	<b>13.7%</b>
Property	42	1,156	264	72	833	2	<b>2,369</b>
Percent	16.0%	13.5%	14.6%	18.2%	12.9%	28.6%	<b>13.6%</b>
Both	159	6,500	1,179	282	4,565	3	<b>12,688</b>
Percent	60.4%	76.2%	65.4%	71.0%	70.9%	42.8%	<b>72.7%</b>
<b>Total Searches</b>	<b>263</b>	<b>8,533</b>	<b>1,803</b>	<b>397</b>	<b>6,439</b>	<b>7</b>	<b>17,442</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 12. 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	5	221	42	18	312	0	<b>598</b>
Percent	10.6%	11.6%	23.2%	23.4%	12.7%	0.0%	<b>12.8%</b>
Property	9	412	36	16	504	1	<b>978</b>
Percent	19.1%	21.6%	19.9%	20.8%	20.4%	100.0%	<b>20.9%</b>
Both	33	1,275	103	43	1,650	0	<b>3,104</b>
Percent	70.2%	66.8%	56.9%	55.8%	66.9%	0.0%	<b>66.3%</b>
<b>Total Searches</b>	<b>47</b>	<b>1,908</b>	<b>181</b>	<b>77</b>	<b>2,466</b>	<b>1</b>	<b>4,680</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 13 and 14** 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. African Americans males were more likely to be searched due to probable cause (50.9%) compared to Other Non-Caucasians (42.8%), Caucasians (32.2%), Asians (28.4%), and Hispanics (24.9%). Hispanic males were the most likely to be searched incident to arrest (50.4%) while African American American males were the least likely to be searched in this manner (24.4%).

Similar to the trends with male drivers, African American females were most likely to be searched due to probable cause (52.4%) and the least likely to be searched incident to arrest (26.8%). Other Non-Caucasian females were least likely to consent to a search (6.5%) compared to African Americans (7.5%), Hispanics (9.4%), and Asians (10.7%), and Caucasians (18.3%).

**Table 13. Reason for Search by Driver's Race/Ethnicity (Males)**

Reason for Search	Asian	African American	Hispanic	Other	Caucasian	Unknown/Missing	Total
Consensual Percent	42 16.0%	883 10.4%	253 14.0%	66 16.6%	1,071 16.6%	1 14.3%	<b>2,316</b> <b>13.3%</b>
Exigent Circumstances Percent	2 0.8%	67 0.8%	11 0.6%	1 0.3%	38 0.6%	0 0.0%	<b>119</b> <b>0.7%</b>
Incident to Arrest Percent	117 44.5%	2,086 24.4%	909 50.4%	106 26.7%	2,061 32.0%	2 28.6%	<b>5,281</b> <b>30.3%</b>
K-9 Alert Percent	17 6.5%	797 9.3%	84 4.7%	44 11.1%	1,048 16.3%	0 0.0%	<b>1,990</b> <b>11.4%</b>
Other Percent	10 3.8%	357 4.2%	97 5.4%	10 2.5%	147 2.3%	0 0.0%	<b>621</b> <b>3.6%</b>
Probable Cause Percent	75 28.4%	4,343 50.9%	449 24.9%	170 42.8%	2,074 32.2%	4 57.1%	<b>7,115</b> <b>40.8%</b>
<b>Total Searches Percent</b>	<b>263</b> <b>100.0%</b>	<b>8,533</b> <b>100.0%</b>	<b>1,803</b> <b>100.0%</b>	<b>397</b> <b>100.0%</b>	<b>6,439</b> <b>100.0%</b>	<b>7</b> <b>100.0%</b>	<b>17,442</b> <b>100.0%</b>

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

Reason for Search	Asian	African American	Hispanic	Other	Caucasian	Unknown/Missing	Total
Consensual Percent	5 10.7%	144 7.5%	17 9.4%	5 6.5%	452 18.3%	0 0.0%	<b>623</b> <b>13.3%</b>
Exigent Circumstances Percent	1 2.1%	12 0.6%	2 1.1%	0 0.0%	9 0.4%	0 0.0%	<b>24</b> <b>0.5%</b>
Incident to Arrest Percent	19 40.4%	511 26.8%	86 47.5%	33 42.8%	778 31.6%	0 0.0%	<b>1,427</b> <b>30.5%</b>
K-9 Alert Percent	2 4.3%	114 6.0%	5 2.8%	5 6.5%	445 18.0%	0 0.0%	<b>571</b> <b>12.2%</b>
Other Percent	1 2.1%	127 6.7%	11 6.1%	0 0.0%	74 3.0%	0 0.0%	<b>213</b> <b>4.6%</b>
Probable Cause Percent	19 40.4%	1,000 52.4%	60 33.1%	34 44.2%	708 28.7%	1 100.0%	<b>1,822</b> <b>38.9%</b>
<b>Total Searches Percent</b>	<b>47</b> <b>100.0%</b>	<b>1,908</b> <b>100.0%</b>	<b>181</b> <b>100.0%</b>	<b>77</b> <b>100.0%</b>	<b>2,466</b> <b>100.0%</b>	<b>1</b> <b>100.0%</b>	<b>4,680</b> <b>100.0%</b>

**Tables 15 and 16** display the search disposition stratified by race/ethnicity and collapsed across gender. A search disposition was reported in 22,127 traffic stops (99.7% of all searches). Of those searches where a search disposition was included, the majority of males and females had nothing confiscated (58.2% and 58.9% respectively). Of those searches where a disposition was reported, Hispanic males (17.8%) were least likely to have contraband seized, while Caucasian males were least likely to have

property seized (5.8%). Hispanic males (13.3%) were more likely to have just property seized when compared with other races/ethnicities. Caucasian males (30.6%) were most likely to have contraband only seized. There was a somewhat similar trend experienced for females. In fact, Hispanics (16.0%) were least likely to have contraband seized (16.0%) but the most likely to have just property seized (10.5%).

**Table 15. 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	48	2,312	321	108	1,974	2	<b>4,765</b>
Percent	18.3%	27.1%	17.8%	27.2%	30.6%	28.6%	<b>27.3%</b>
Property	31	536	241	29	371	0	<b>1,208</b>
Percent	11.8%	6.3%	13.3%	7.3%	5.8%	0.0%	<b>6.9%</b>
Contraband & Property	23	669	124	29	477	0	<b>1,322</b>
Percent	8.7%	7.8%	6.9%	7.3%	7.4%	0.0%	<b>7.6%</b>
Nothing	161	5,018	1,118	231	3,619	5	<b>10,152</b>
Percent	61.2%	58.8%	62.0%	58.2%	56.2%	71.4%	<b>58.2%</b>
<b>Total Searches with Disposition Reported</b>	<b>263</b>	<b>8,535</b>	<b>1,804</b>	<b>397</b>	<b>6,441</b>	<b>7</b>	<b>17,447</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	3	12	3	1	15	0	<b>34</b>
Percent	1.1%	0.1%	0.2%	0.3%	0.2%	0.0%	<b>0.2%</b>

**Table 16. Search Disposition by Driver's Race/Ethnicity (Females)**

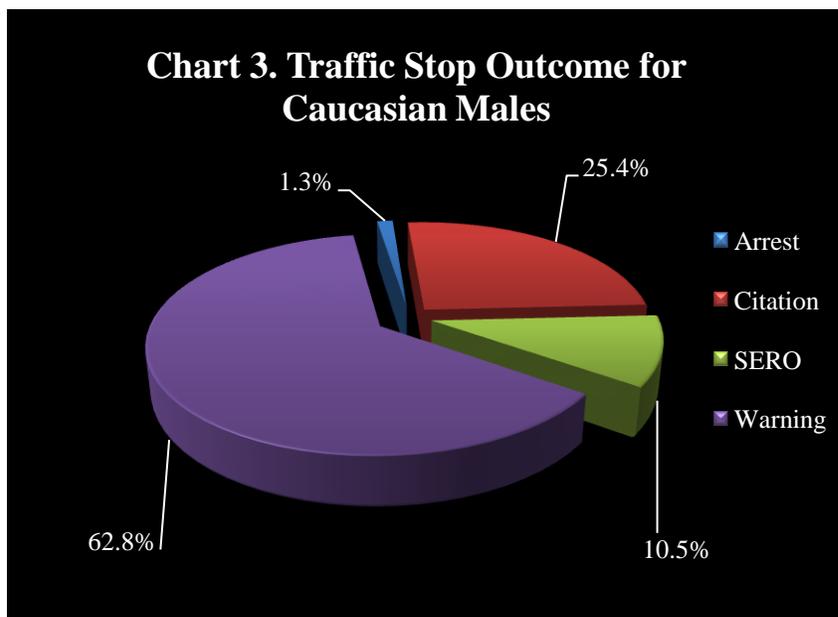
<b>Search Disposition</b>	<b>Asian</b>	<b>African American</b>	<b>Hispanic</b>	<b>Other</b>	<b>Caucasian</b>	<b>Unknown/ Missing</b>	<b>Total</b>
Contraband	10	497	29	23	771	1	<b>1,331</b>
Percent	21.3%	26.0%	16.0%	29.9%	31.2%	100.0%	<b>28.5%</b>
Property	1	135	19	5	113	0	<b>273</b>
Percent	2.1%	7.1%	10.5%	6.5%	4.6%	0.0%	<b>5.8%</b>
Contraband & Property	3	114	14	2	185	0	<b>318</b>
Percent	6.4%	6.0%	7.7%	2.6%	7.5%	0.0%	<b>6.8%</b>
Nothing	33	1,162	119	47	1,397	0	<b>2,758</b>
Percent	70.2%	60.9%	65.8%	61.0%	56.7%	0.0%	<b>58.9%</b>
<b>Total Searches with Disposition Reported</b>	<b>47</b>	<b>1,908</b>	<b>181</b>	<b>77</b>	<b>2,466</b>	<b>1</b>	<b>4,680</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	0	5	0	1	11	0	<b>17</b>
Percent	0.0%	0.3%	0.0%	1.3%	0.4%	0.0%	<b>0.4%</b>

**Tables 17 and 18** as well as **Charts 3-12** specify the outcome of each traffic stop. Missing data was apparent in the outcome of 53,543 traffic stops. Totals do not equal all traffic stops due to missing gender data in 18,061 cases. Statistics indicate that males are slightly more likely to receive a citation than females (28.5% compared to 23.8%). Conversely, males are less likely to receive a warning than females (59.5%, compared to 63.8%). Receiving a warning (i.e., written or verbal) was the most common outcome for males including Caucasians (62.8%), Asians (61.3%), Other Non-Caucasians (59.9%), African Americans (57.8%) and Hispanics (48.6%). Conversely, Hispanic males were more likely to receive a citation (37.5%) than all other race/ethnicities. Further, the probability of an arrest ranged from 0.7% for Other Non-Caucasian males to 2.2% for Hispanic males.

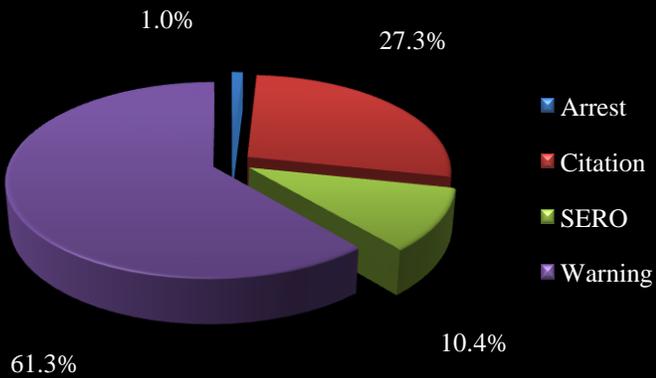
Similar to males, the most common outcome for females was to receive a warning which ranged from 55.1% for Hispanics to 66.2% for Caucasians. Hispanic females were most likely to receive a citation (31.7%) followed by Other Non-Caucasian (26.5%), African American (25.9%), Asian (24.8%), and Caucasian female drivers (21.2%). The probability of an arrest ranged from 0.3% for Asian females to 0.8% for Caucasian and Hispanic females.

<b>Table 17. Traffic Stop Outcome by Driver's Race/Ethnicity (Males)</b>							
<b>Traffic Stop Outcome</b>	<b>Asian</b>	<b>African American</b>	<b>Hispanic</b>	<b>Other</b>	<b>Caucasian</b>	<b>Unknown/ Missing</b>	<b>Total</b>
Arrest	150	3,537	1,100	160	3,289	6	<b>8,242</b>
Percent	1.0%	1.9%	2.2%	0.7%	1.3%	0.5%	<b>1.6%</b>
Citation	4,050	56,163	18,885	6,369	61,256	132	<b>146,855</b>
Percent	27.3%	30.2%	37.5%	29.7%	25.4%	12.0%	<b>28.5%</b>
SERO	1,546	18,663	5,865	2,083	25,372	150	<b>53,679</b>
Percent	10.4%	10.1%	11.7%	9.7%	10.5%	13.6%	<b>10.4%</b>
Warning	9,088	107,315	24,447	12,866	151,677	815	<b>306,208</b>
Percent	61.3%	57.8%	48.6%	59.9%	62.8%	73.9%	<b>59.5%</b>
<b>Total</b>	<b>14,834</b>	<b>185,678</b>	<b>50,297</b>	<b>21,478</b>	<b>241,594</b>	<b>1,103</b>	<b>514,984</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>

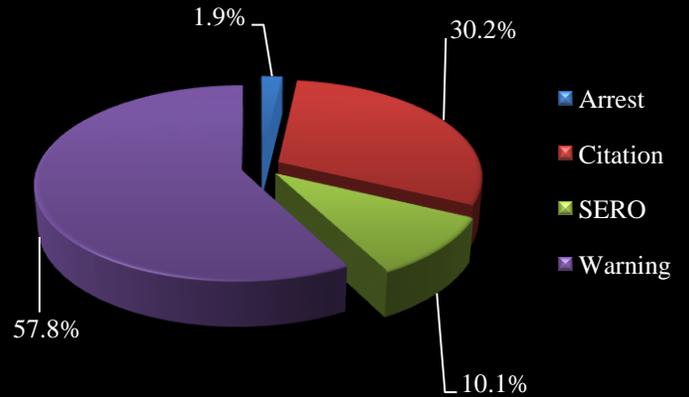
Table 18. Traffic Stop Outcome by Driver's Race/Ethnicity (Females)							
Traffic Stop Outcome	Asian	African American	Hispanic	Other	Caucasian	Unknown/Missing	Total
Arrest	23	794	118	43	1,229	1	<b>2,208</b>
Percent	0.3%	0.7%	0.8%	0.5%	0.8%	0.3%	<b>0.7%</b>
Citation	2,140	29,070	5,045	2,378	31,800	43	<b>70,476</b>
Percent	24.8%	25.9%	31.7%	26.5%	21.2%	10.0%	<b>23.8%</b>
SERO	830	13,369	1,978	861	17,755	43	<b>34,836</b>
Percent	9.6%	11.9%	12.4%	9.6%	11.8%	10.0%	<b>11.7%</b>
Warning	5,645	69,180	8,769	5,687	99,448	341	<b>189,070</b>
Percent	65.3%	61.5%	55.1%	63.4%	66.2%	79.7%	<b>63.8%</b>
<b>Total</b>	<b>8,638</b>	<b>112,413</b>	<b>15,910</b>	<b>8,969</b>	<b>150,232</b>	<b>428</b>	<b>296,590</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>



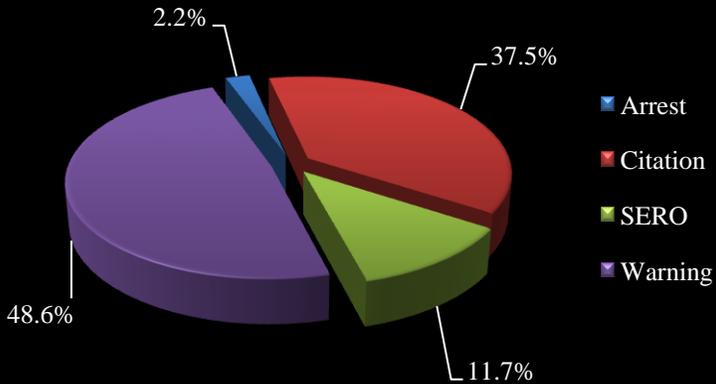
**Chart 4. Traffic Stop Outcome for Asian Males**



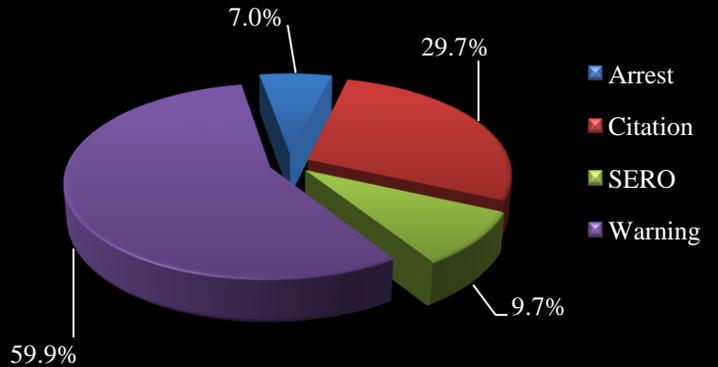
**Chart 5. Traffic Stop Outcome for African American Males**



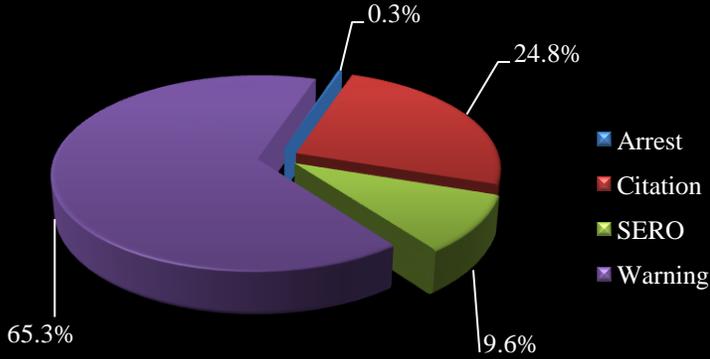
**Chart 6. Traffic Stop Outcome for Hispanic Males**



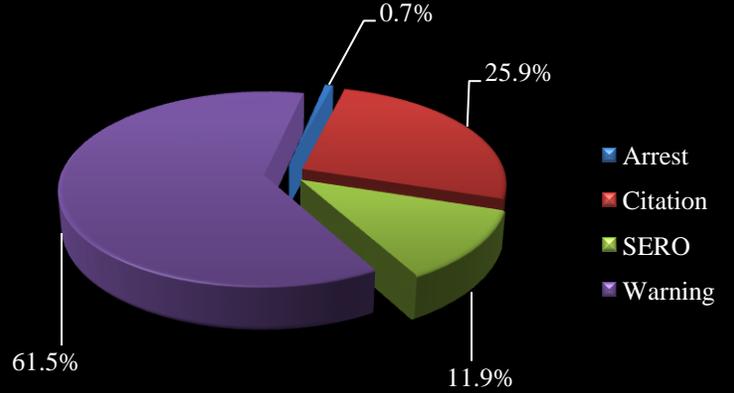
**Chart 7. Traffic Stop Outcome for Other Non-Caucasian Males**



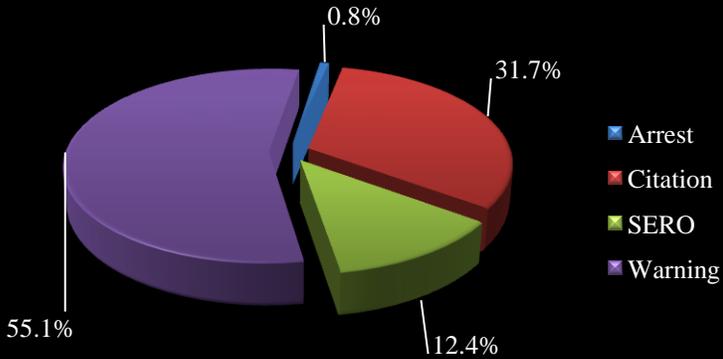
**Chart 8. Traffic Stop Outcome for Asian Females**



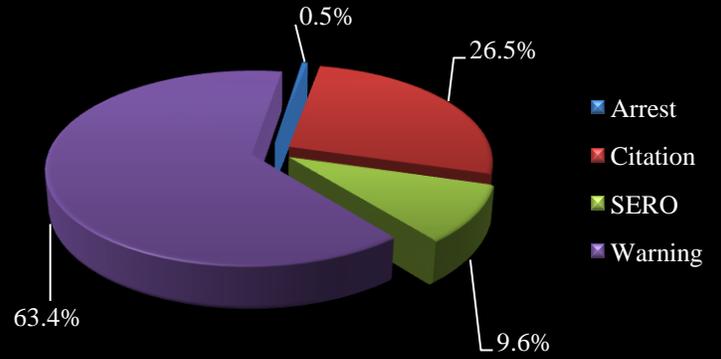
**Chart 9. Traffic Stop Outcome for African American Females**



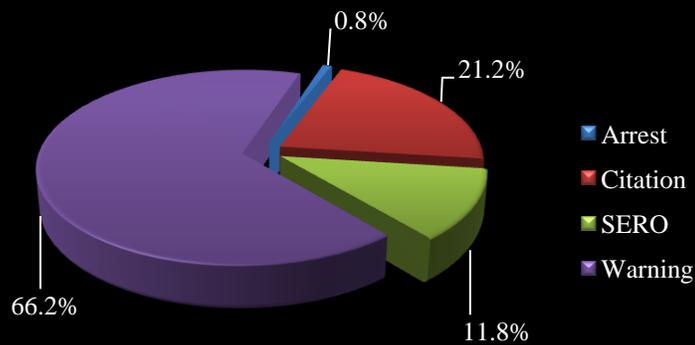
**Chart 10. Traffic Stop Outcome for Hispanic Females**



**Chart 11. Traffic Stop Outcome for Other Non-Caucasian Females**



**Chart 12. Traffic Stop Outcome for Caucasian Females**



Restricting the analysis to only those cases in which the traffic stop resulted in an arrest, **Tables 19 and 20** as well as **Charts 13-22** 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 10,415 of the 10,450 arrests made (99.7%). The most common arrest reason for all ethnic groups for both males and females were based on the stop, ranging from 46.3% for African American males to 67.9% for Hispanic males, and 49.6% for African American females to 67.0% for Hispanic females. Other Non-Caucasian males and Caucasian 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. African American males and Asian females respectively were more likely to be arrested for an “other” reason.

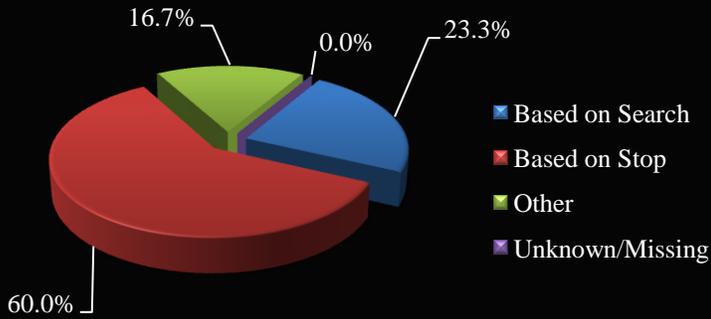
**Table 19. Reason for Arrest by Driver’s Race/Ethnicity and Gender (Males)**

<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	35 23.3%	1,068 30.2%	128 11.6%	54 33.7%	971 29.5%	0 0.0%	<b>2,256</b> <b>27.4%</b>
Based on Stop Percent	90 60.0%	1,637 46.3%	747 67.9%	72 45.0%	1,822 55.4%	3 50.0%	<b>4371</b> <b>53.0%</b>
Other Percent	25 16.7%	804 22.7%	224 20.4%	34 21.3%	493 15.0%	1 16.7%	<b>1,581</b> <b>%</b>
Unknown/Missing Percent	0 0.0%	28 0.8%	1 0.1%	0 0.0%	3 0.1%	2 33.3%	<b>34</b> <b>0.4%</b>
<b>Total Percent</b>	<b>150</b> <b>100.0%</b>	<b>3,537</b> <b>100.0%</b>	<b>1,100</b> <b>100.0%</b>	<b>160</b> <b>100.0%</b>	<b>3,289</b> <b>100.0%</b>	<b>6</b> <b>100.0%</b>	<b>8,242</b> <b>100.0%</b>

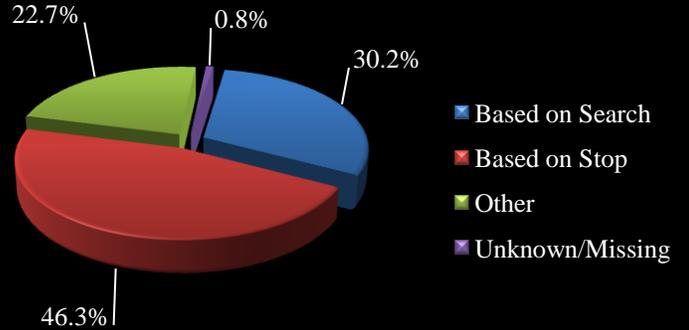
**Table 20. Reason for Arrest by Driver’s Race/Ethnicity and Gender (Females)**

<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	2 8.7%	212 26.7%	19 16.1%	8 18.7%	373 30.3%	0 0.0%	<b>614</b> <b>27.8%</b>
Based on Stop Percent	12 52.2%	394 49.6%	79 67.0%	26 60.5%	664 54.0%	0 0.0%	<b>1,175</b> <b>53.3%</b>
Other Percent	9 39.1%	187 23.6%	20 16.9%	9 20.9%	192 15.6%	1 100.0%	<b>418</b> <b>18.9%</b>
Unknown/Missing Percent	0 0.0%	1 0.1%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	<b>1</b> <b>0.0%</b>
<b>Total Percent</b>	<b>23</b> <b>100.0%</b>	<b>794</b> <b>100.0%</b>	<b>118</b> <b>100.0%</b>	<b>43</b> <b>100.0%</b>	<b>1,229</b> <b>100.0%</b>	<b>1</b> <b>100.0%</b>	<b>2,208</b> <b>100.0%</b>

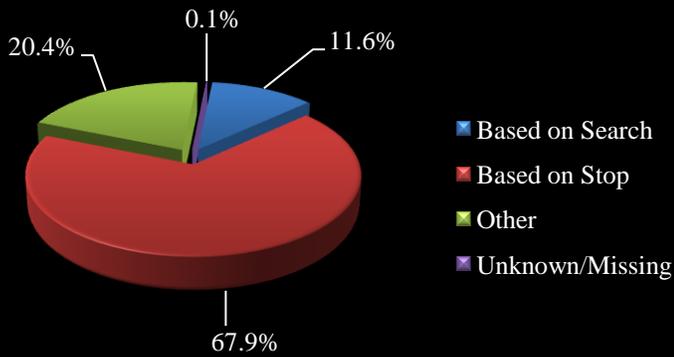
**Chart 13. Arrest Reason  
Asian Males**



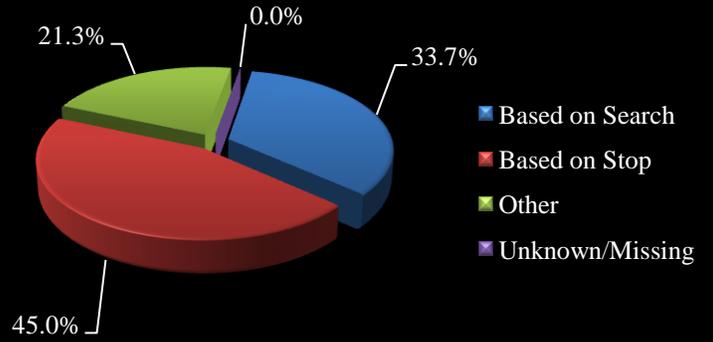
**Chart 14. Arrest Reason  
African American Males**



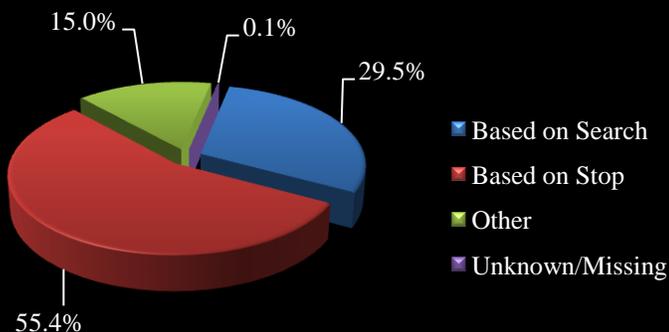
**Chart 15. Arrest Reason  
Hispanic Males**



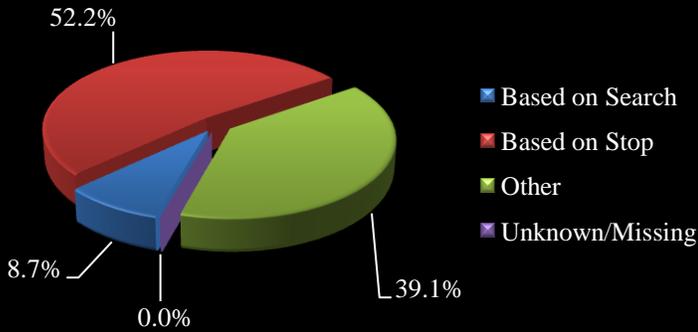
**Chart 16. Arrest Reason  
Other Non-Caucasian Males**



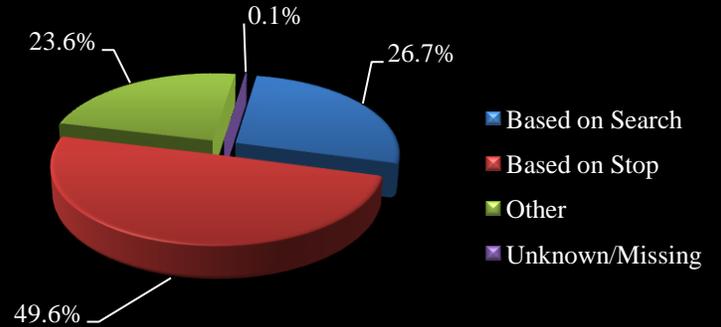
**Chart 17. Arrest Reason  
Caucasian Males**



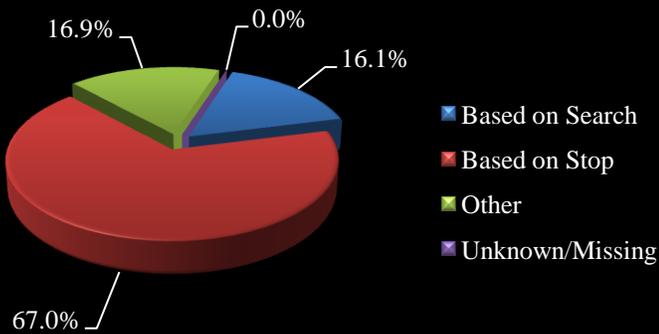
**Chart 18. Arrest Reason  
Asian Females**



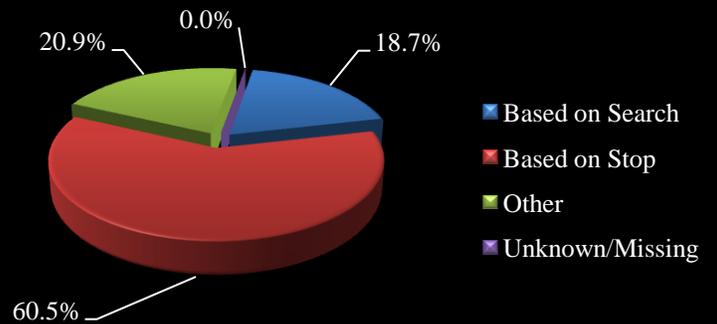
**Chart 19. Arrest Reason  
African American Females**



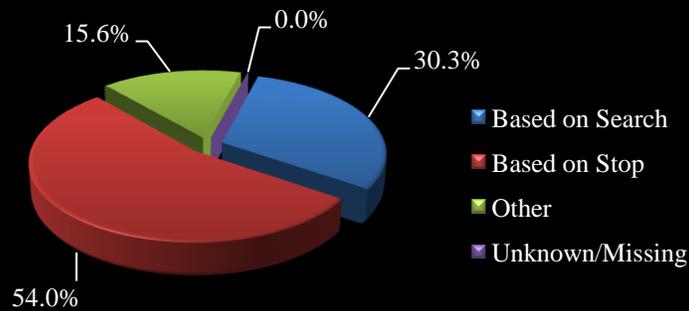
**Chart 20. Arrest Reason  
Hispanic Females**



**Chart 21. Arrest Reason  
Other Non-Caucasian  
Females**



**Chart 22. Arrest Reason  
Caucasian Females**



## **DISCUSSION AND RECOMMENDATIONS**

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.