

Arlington Police Department

Contact Data Annual Report

January 1, 2011 --- December 31, 2011

**Police Contact Data
Annual Report
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INTRODUCTION

Since January 1, 2004, the Arlington Police Department (APD) in accordance with the Texas Racial Profiling Law (S.B. No. 1074) has been collecting police contact data for the purposes of identifying and responding, if necessary, to concerns regarding racial profiling practices. Arlington was one of the first police departments in the country to collect and analyze racial profiling information, and has voluntarily collected police contact data since September 2000. A yearly report of the data analysis is presented to the Arlington City Council. In 2010, Texas House Bill 3389 amended the law concerning racial profiling to include the collection of specific data and to require that all agencies report them to TCLOESE as well as the governing body. In addition, the report submitted by agencies must conform to one of three options that best describes the conditions under which motor vehicle stops were conducted. These options are:

1. Law enforcement agencies that do not routinely make motor vehicle stops can be fully exempt from reporting;
2. Law enforcement agencies that routinely perform traffic stops or motor vehicle stops and who have their vehicles that routinely perform these stops equipped with video and audio equipment can report under CCP 2.135. (Tier 1 reporting)
3. Law enforcement agencies that routinely perform traffic stops or motor vehicle stops and who do not equip their vehicles with video or audio equipment must report under CCP 2.133 and perform an analysis as required under CCP 2.134. (Tier 2 reporting)

The Arlington Police Department has chosen to meet the requirements under option three. Our submission to TCLEOSE and the Arlington City Council includes this analytic report and a report of the data collected under CCP 2.133.

Although assertive traffic enforcement and proactive crime intervention tactics are necessary strategies for our officers, the General Orders of the Arlington Police Department's General Orders expressly prohibit racial profiling or taking action based solely upon an individual's demographic characteristics. These include race, ethnicity, national origin, gender, sexual orientation, religion, economic status, age, cultural group, or other non-crime related group characteristics. For those citizens who believe they have been unfairly treated because they possess one or more of these characteristics, information on filing a complaint of racial profiling is available at all APD facilities through brochures printed in English, Spanish, and Vietnamese. This information is also available on the department's website. In addition, police supervisors are required by policy to assist members of the public with filing a complaint when such allegations are made. Allegations regarding racial profiling are thoroughly investigated by our Internal Affairs Division regardless of complainant participation or the number of complaints received. **During the year 2011, the APD received one citizen complaint of racial profiling but it was not substantiated.**

TRAFFIC STOP DATA REQUIREMENTS

This report contains valuable data regarding 115,854 traffic stops between January 1 and December 31, 2010. The purpose of this report is to analyze circumstances surrounding vehicle contacts, the race/ethnicity of persons contacted, and the contact's outcome. The Computer Aided Dispatch System (CAD) records all traffic contacts within the city limits of Arlington, Texas, and officers are required to record the following information at the conclusion of each contact:

- Race: (Asian, Black, Hispanic, Native American, White, Middle-Eastern, Other)
- Gender: (Male or Female)
- Reason for Contact: (Investigative, Non-Hazardous Traffic Violation, Hazardous Traffic Violation)
- Outcome of the Contact: (Arrest-Misdemeanor, Arrest-Felony, Citation, Released without citation or arrest)
- Resident Status: (Arlington resident or Non-resident/Visitor)
- Type of Search: (Consent to Search, Probable Cause, No search conducted)
- Type of offense for which an arrest was made (Traffic, Criminal, City Ordinance, Warrant)

TRAFFIC STOP DESCRIPTIVE DATA

APD officers completed 115,854 f traffic stops having full dispositions between January 1, 2011 and December 31, 2011. A general demographic profile of drivers stopped in Arlington, TX is available from the tables below.

Table I: Traffic Stops by Race/Ethnicity

RACE/ETHNICITY	WHITE	BLACK	HISPANIC	ASIAN	OTHER	NATIVE AMERICAN	MIDDLE EASTERN	TOTAL
% of Contact	43.64%	31.11%	20.62%	3.06%	1.24%	0.04%	0.29%	100.00%
Count	50,563	36,044	23,891	3,541	1,437	41	337	115,854

Table II: Traffic Stops by Gender

Gender:	Male	Female	Total
% of Contact	62.07%	37.93%	100.00%
Count	71,913	43,941	115,854

Table III: Traffic Stops by Resident Status

Resident Status	Resident	Non-Resident	Total
% of Contact	63.53%	36.47%	100.00%
Count	73,600	42,254	115,854

Table IV: Traffic Stops by Reason for Contact

Contact Reason	Hazardous	Non-hazardous	Investigative	Total
% of Contact	48.18%	36.23%	15.58%	100.00%
Count	55,823	41,979	18,052	115,854

Table V: Traffic Stops by Outcome of Contact

Outcome of Contact:	Citation	Release	Arrest	Total
% of Contact	56.93%	39.64%	3.43%	100.00%
Count	65,960	45,924	3,970	115,854

Table VI: Traffic Stops by type of Search

Type of Search	No Search	Probable Cause	Consent	Total
% of Contact	98.76%	0.74%	0.50%	100.00%
Count	114,421	859	574	115,854

Profile: White male, Arlington resident, contacted for hazardous violations, issued a citation with no search conducted.

COMPARATIVE ANALYSIS

Although the data presented in the preceding descriptive analysis is valuable, it presents little information relevant to racial profiling trends. No comparative “benchmark” has been established as a context for analyzing profiling data. Many Texas law enforcement agencies use US Census 2010 data and/or driver’s license data provided by the Texas Department of Public Safety (DPS) as the basis for comparing contact data and the driving population. This report utilizes data from both sources for comparison. The general characteristics of those data are:

- US Census Redistricting Data indicate that in 2010 the population of Arlington, TX was 365,438.
- Census data are inclusive of all Arlington residents, including persons too young, too old, or who simply do not drive a vehicle.
- In years before 2010, DPS license data combined White and Hispanic into a single category. In 2010, data were separately available for both White and Hispanic drivers. Even so, there was a serious undercount in the number of licensed Hispanic drivers. According to these data, just one (1) percent of licensed drivers in Arlington were Hispanic.
- Despite the requirement to report stops of drivers who were of middle-eastern origin, the DPS does not separately provide data for these persons.
- DPS driver data is reported by zip code and/or county of residency. Therefore, the data reported here also includes licensed drivers in the cities of Dalworthington Gardens and Pantego, both of which are surrounded on four sides by the City of Arlington.

- DPS license data includes only licensed drivers. It excludes those with no valid driver's license and those with a suspended or revoked driver's license.
- DPS license data does not accurately reflect the driving population as evidenced by the large number of unlicensed drivers cited by police. The number and proportion of such drivers in the Arlington population is unknown.
- The actual Arlington driving population includes of both licensed and unlicensed drivers.

Race and Unlicensed Drivers:

From January 1 to December 31, 2011, APD officers issued 12,196 citations for “No valid driver’s license” in which race or ethnicity was reported. **This means that 10.5% (just over 1 in 10) drivers stopped had no valid license.** Of drivers cited for this infraction, 27.5% were White, 42% (41.96%) were Hispanic and 29.6% were Black. Drivers from all other groups combined received less than one (1) percent of these citations.

Table VII: Traffic Stops by Race and Ethnicity with “No Drivers License”

Race/Ethnicity:	White	Hispanic	Black	Asian	Other	Native American	Middle Eastern	Total
DPS Licensed Drivers	239,350	8,140	68,973	31,965	8,482	810	0	357,720
% DPS Licensed Drivers	66.91%	2.28%	19.28%	8.94%	2.37%	0.23%	0.00%	100.00%
Contacts	50,563	23,891	36,044	3,541	1,437	41	337	115,854
% Contacts	43.64%	20.62%	31.11%	3.06%	1.24%	0.04%	0.29%	100.00%
Cites No DL	3,360	5,117	3,611	90	11	7	0	12,196
% Cites No DL	27.55%	41.96%	29.61%	0.74%	0.09%	0.06%	0.00%	100.00%
% Contacts by race-No DL	6.65%	21.42%	10.02%	2.54%	0.77%	17.07%	0.00%	10.53%

Population, Licensed Drivers, and Race of Contacts:

The table below allows comparisons among the number and percentage of licensed drivers contacted by race in traffic stops in 2011, the number and percent by race of licensed Arlington drivers and the number and percent of Arlington residents by race in the 2010 Census.

Table VIII: Race and Ethnicity of Licensed Arlington Drivers, Drivers in Traffic Stops, and Persons in the 2010 Census

Race/Ethnicity	White	Hispanic	Black	Asian	Other	Native American	Middle Eastern	Total
DPS Licensed Drivers	239,350	8,140	68,973	31,965	8,482	810	0	357,720
% DPS	66.91%	2.28%	19.28%	8.94%	2.37%	0.23%	0.00%	100.00%
Contacts	50,563	23,891	36,044	3,541	1,437	41	337	115,854
% of Contacts	43.64%	20.62%	31.11%	3.06%	1.24%	0.04%	0.29%	100.00%
2010 Census	164,022	100,269	67,087	24,564	8,158	1,338	0	365,438
% 2010 Census	44.88%	27.44%	18.36%	6.72%	2.23%	0.37%	0.00%	100.00%

For reasons cited earlier readers are cautioned that Census 2010 and DPS data present challenges in establishing accurate bases for the comparisons by race among driver populations. Nevertheless, the conclusions presented below are from a review of data from the preceding table:

- The percentage of Black drivers contacted was more than 50% greater than their percentage as licensed drivers or the city's population. The percentage of Asian, and Other drivers contacted was less than half their percentage as both licensed drivers and the city's population. A comparison of Hispanic Driver contacts and DPS driver information is not meaningful for reasons described earlier.
- Because no data regarding persons of Middle Eastern origin were available from either the Census or DPS, no similar comparisons were completed for these drivers

CONTACT DETAILS

The following tables compare the reason for the contact, the outcome of the contact, and whether or not a vehicle search was conducted. All comparisons were made within race/ethnicity, allowing the reader to determine across racial categories the percentage differences in how traffic stops are resolved.

Race and Reason for Contact:

There are three (3) reasons for contact:

- Hazardous violations are violations that jeopardize the safe and efficient flow of vehicular and pedestrian traffic. Examples include speeding, running a red light, unsafe lane changes, driving without headlights when required, and no seat belt.
- Non-hazardous violations are violations that do not necessarily jeopardize the safe and efficient flow of traffic but are, nevertheless, illegal. Examples include expired registration or motor vehicle inspection and defective headlight or tail light.
- Investigative contacts occur with the need to check suspicious persons or behavior. For example, during the robbery of a bank, the suspect is observed leaving the scene in a red, late model Ford F150 with tinted windows, no tailgate and no license plate. Even though the officer has no license plate information, he may make a stop on a vehicle that matches the description given to identify the driver and determine if the driver is a legitimate suspect in a criminal offense.

Table IX: Traffic Stops by Reason for Contact by Race and Ethnicity

Race/Ethnicity	White	Hispanic	Black	Asian	Other	Native American	Middle Eastern	TOTAL
Hazardous	51.68%	43.30%	56.79%	56.79%	60.89%	48.78%	52.82%	48.18%
count	26,130	11,001	15,608	2,011	875	20	178	55,823
Non_hazardous	36.44%	36.74%	33.78%	33.78%	29.78%	39.02%	35.31%	36.23%
count	18,425	8,553	13,242	1,196	428	16	119	41,979
Investigative	11.88%	19.96%	9.43%	9.43%	9.32%	12.20%	11.87%	15.58%
Count	6,008	4,337	7,194	334	134	5	40	18,052
Total %	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100%	100.00%
Count	50,563	23,891	36,044	3,541	1,437	41	337	115,854

- Except for Hispanic and Native American drivers, more than 50% of drivers contacted by race were stopped for hazardous traffic violations.
- In a change from previous years White, Hispanic, and Native American drivers were stopped in greater percentages for investigative reasons than were Black or Asian drivers. In this same regard, Middle Eastern drivers this year were stopped for investigative reasons in greater percentages than either Blacks or Asians.

Race and Outcome of Contact:

Three (3) possible outcomes can result from a traffic stop:

- Arrest
- Citation issued
- Release with no arrest and no citation

Table X: Traffic Stop Outcomes by Race and Ethnicity

Race/Ethnicity:	White	Hispanic	Black	Asian	Other	Native American	Middle Eastern	Total
Citation	58.55%	59.13%	53.23%	55.66%	61.45%	53.66%	49.26%	56.93%
Count	29,607	14,126	19,185	1,971	883	22	166	65,960
Arrest	2.44%	3.93%	4.74%	1.50%	1.81%	0.00%	2.37%	3.43%
Count	1,233	940	1,710	53	26	0	8	3,970
Release	39.01%	36.94%	42.03%	42.84%	36.74%	46.34%	48.37%	39.64%
Count	19,723	8,825	15,149	1,517	528	19	163	45,924
Total % Contact	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Count	50,563	23,891	36,044	3,541	1,437	41	337	115,854

Table XI: Traffic Stop Arrests by Race and Ethnicity by Offense Type

Race/Ethnicity	White	Hispanic	Black	Asian	Other	Native American	Middle Eastern	Total
City Ordinance	17	10	28	0	2	0	0	57
% of Race	1.4%	1.1%	1.6%	0.0%	5.9%	0.0%	0.0%	1.4%
Criminal	211	152	277	18	9	0	0	667
% of Race	17.1%	16.1%	16.2%	34.5%	35.3%	0.0%	0.0%	16.8%
Traffic	379	264	274	16	2	0	3	939
% of Race	30.8%	28.1%	16.0%	31.0%	5.9%	0.0%	42.9%	23.7%
Warrant	626	514	1131	18	14	0	5	2,307
% of Race	50.8%	54.7%	66.1%	34.5%	52.9%	0.0%	57.1%	58.1%
Total	1,233	940	1,710	53	26	0	8	3,970
% of Race	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%
% of All Arrests	31.06%	23.68%	43.07%	1.33%	0.65%	0.00%	0.20%	100.0%

When comparing the “Outcome of Contact”:

- Roughly half or more of drivers contacted by race were issued citations. Fewer than 4% (3.43%) of all drivers contacted were arrested. Because no Native Americans were arrested, percentage comparisons between this group and others are not meaningful.
- When compared with Whites, the percentage of Hispanic drivers arrested was 1.61 times greater. For Blacks, the percentage was nearly twice as great (1.94).
- Black, Native American and Middle-Eastern drivers were released in slightly higher percentages with no citation issued or arrest than other driver groups.
- Although the percentage of Blacks arrested was less than 5% (4.74%) percent of all blacks contacted, they were slightly more than 43% of all persons arrested by race. A smaller percentage was arrested for traffic offenses than either Whites or Hispanics but a greater percentage was arrested for warrants than for either Whites or Hispanics

Race and Type of Search:

One of three (3) possible “Types of Search” can result from a traffic stop:

- No search is conducted.
- Consent to search, that is, the driver gives consent to have the vehicle searched. Department policy requires written consent to search under the consent to search exception.
- Probable cause search where the officer has reason to believe that contraband is within the confines of the vehicle and/or the safety of the officer and/or the public may be at risk.

Table XII: Traffic Stops by Search Type by Race and Ethnicity

Race/Ethnicity:	White	Hispanic	Black	Asian	Other	Native American	Middle Eastern	Total
No Search	99.04%	98.64%	98.39%	99.27%	98.89%	100.00%	99.41%	98.76%
Count	50,077	23,567	35,465	3,515	1,421	41	335	114,421
Consent	0.46%	0.50%	0.56%	0.37%	0.42%	0.00%	0.00%	0.50%
Count	235	119	201	13	6	0	0	574
Probable Cause	0.50%	0.86%	1.05%	0.37%	0.70%	0.00%	0.59%	0.74%
Count	251	205	378	13	10	0	2	859
Total % Contact	100.00%	100.00%	100.00%	100.00%	2.84%	0.08%	100.00%	100.00%
Count	50,563	23,891	36,044	3,541	1,437	41	337	115,854

The “Type of Search” Resulting from Traffic Stops

- Less than one percent (2%) of all traffic stops resulted in any type of search. When searches did occur, most were for Probable Cause. However, no vehicles of Native American drivers were searched for any reason.
- The percentage of Probable Cause searches was significantly higher for Hispanic and Black drivers than for any other group.

CONCLUSION

Since 2000, the Arlington Police Department has been a leading agency as our nation’s police departments manage the issues related to racial profiling. A simple analysis of the raw data collected by the Department is not sufficient to render judgment on whether or not a racial profiling problem exists. Creating an environment to prevent racial profiling goes beyond simply collecting numbers. A police department’s workforce diversity, training, and education standards are also important factors for establishing a climate that discourages racial profiling.

During 2011, the Arlington Police Department continued to apply stringent selection criteria for hiring police officers while aggressively seeking to diversify our workforce. The department’s objective for over a decade now has been a workforce that is reflective of the community we serve. Training is also important because it gives officers an opportunity to understand and discuss the issue of racial profiling. In general, education levels have often been cited as a factor in reducing prejudice. Arlington Police Department continues to be an agency requiring a bachelor’s degree for all applicants.

As required by law, we will forward annual reports to the Arlington City Council and TCLEOSE. There are differences, however, between this comprehensive report and the mandatory form submitted to TCLEOSE. That form excludes the racial category “Other” and those drivers are excluded from that report. The Arlington Police Department remains committed to collect police contact data to ensure an on-going evaluation of department practices.