

RHODE ISLAND TRAFFIC STOP STATISTICS
DATA COLLECTION STUDY

FINAL REPORT

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U N I V E R S I T Y

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TABLE OF CONTENTS

Section I: Background of the Study		1
Section II: Characteristics of Traffic Stop Data		4
Figure 2.1	Average Number of Traffic Stops by Month	4
Figure 2.2	Comparison of Traffic Stops between 2004-2005 and 2013-2014 Study	5
Table 2.1	Driver Gender and Race/Ethnicity (Statewide)	6
Table 2.2	Driver Residency and Age (Statewide)	7
Table 2.3	Stop Characteristics (Statewide)	8
	<i>Variation in Traffic Stop Activity</i>	9
Table 2.4a	Total Number of Municipal Traffic Stops and Stops by Population (Sorted by Agency)	10
Table 2.4b	Total Number of Municipal Traffic Stops and Stops by Population (Sorted by Rate per 1,000)	11
Table 2.5a	Basis For Stop (Sorted by Agency)	13
Table 2.5b	Basis for Stop (Sorted by % Speeding)	15
Table 2.5c	Basis for Stop (Sorted by % Seat Belt Violation)	17
Table 2.6a	Outcome of Stops (Sorted by Agency)	20
Table 2.6b	Outcome of Stops (Sorted by % Resulting in a M/V Citation)	21
Table 2.7a	Stops Resulting in a Search (Sorted by Agency)	23
Table 2.7b	Stops Resulting in a Search (Sorted by % All Searches Descending)	24
Table 2.8a	Proportion of Searches Resulting in Contraband (Sorted by Agency)	27
Table 2.8b	Proportion of Searches Resulting in Contraband Found (Sorted by % of Hits in All Searches)	29
Section III: Framework for Analysis		31
	<i>Determining the Benchmark</i>	31
	<i>Driving Population Estimate-Measuring Municipal Driving Populations</i>	
Table 3.1a	Comparison of Census Population to DPE (Sorted by Agency)	33
Table 3.1b	Comparison of Census Population to DPE (Sorted by Disparity)	34
	<i>Disparity by Driving Population Estimate</i>	35
Table 3.2a	Racial Differences between DPE and Traffic Stops (Sorted by Agency)	36

Table 3.2b	Racial Differences between DPE and Traffic Stops (Sorted by Disparity)	37
<i>Comparison of Findings From 2004-2005 Traffic Stops with 2013-2014 Traffic Stops</i>		38
Table 3.3	Comparison of Disparity between DPE and Traffic Stops, 2004-2005 and 2013-2014 Study	39
Figure 3.1	Comparison of Disparity between DPE and Traffic Stops, 2004-2005 and 2013-2014 Study	41
<i>Disparities in Stops of Residents</i>		42
Table 3.4	Traffic Stops by Race	43
Table 3.5a	Racial Differences between Census Population and Resident Stops (Sorted by Agency)	45
Table 3.5b	Racial Differences between Census Population and Resident Stops (Sorted by Disparity)	46
Section IV: Post Stop Analyses		47
Table 4.1	Outcome of Stop by Race	49
Table 4.2	Outcome of Stop for Black Motorists	52
Table 4.3	Outcome of Stop for Hispanic Motorists	53
<i>Examining Racial Difference in Citations</i>		54
Table 4.4a	Proportion of White and Non-White Motorists Issued Citations (Sorted by Agency)	55
Table 4.4b	Proportion of White and Non-White Motorists Issued Citations (Sorted by Disparity)	56
Table 4.5a	Proportion of White and Black Motorists Issued Citations (Sorted by Agency)	58
Table 4.5b	Proportion of White and Black Motorists Issued Citations (Sorted by Disparity)	59
Table 4.6a	Proportion of White and Hispanic Motorists Issued Citations (Sorted by Agency)	60
Table 4.6b	Proportion of White and Hispanic Motorists Issued Citations (Sorted by Disparity)	61
Table 4.7	Comparison of Racial Differences in being Cited, 2004-2005 and 2013-2014 Study	63
Figure 4.1	Comparison of Racial Differences in being Cited, 2004-2005 and 2013-2014 Study (Sorted by Agency)	64

<i>Examining Racial Differences in Searches</i>	65	
Table 4.8	Basis for Search by Race	67
Table 4.9	Basis for Search for Black Motorists	69
Table 4.10	Basis for Search for Hispanic Motorists	70
Table 4.11a	Proportion of White and Non-White Motorists Subject to All Searches (Sorted by Agency)	72
Table 4.11b	Proportion of White and Non-White Motorists Subject to All Searches (Sorted by Disparity)	73
Table 4.12a	Proportion of White and Non-White Motorists Subject to Discretionary Searches (Sorted by Agency)	75
Table 4.12b	Proportion of White and Non-White Motorists Subject to Discretionary Searches (Sorted by Disparity)	76
Table 4.13a	Proportion of White and Non-White Motorists Subject to Extra Discretionary Searches (Sorted by Agency)	78
Table 4.13b	Proportion of White and Non-White Motorists Subject to Extra Discretionary Searches (Sorted by Disparity)	79
Table 4.14	Comparison of White and Non-White Discretionary Searches, 2004-2005 and 2013-2014 Study	81
Figure 4.2	Comparison of White and Non-White Discretionary Searches, 2004-2005 and 2013-2014 Study	82
Table 4.15	Comparison of White and Non-White Extra Discretionary Searches, 2004-2005 and 2013-2014 Study	83
Figure 4.3	Comparison of White and Non-White Extra Discretionary Searches, 2004-2005 and 2013-2014 Study	84
<i>Productivity of Searches</i>	85	
Table 4.16a	Productivity of All Searches by Race (Sorted by Agency)	86
Table 4.16b	Productivity of All Searches by Race (Sorted by Disparity)	87
Table 4.17a	Productivity of Discretionary Searches by Race (Sorted by Agency)	88
Table 4.17b	Productivity of Discretionary Searches by Race (Sorted by Disparity)	89
Table 4.18a	Productivity of Extra Discretionary Searches by Race (Sorted by Agency)	90
Table 4.18b	Productivity of Extra Discretionary Searches by Race (Sorted by Disparity)	91
Table 4.19	Comparison of Productivity for White and Non-White Discretionary Searches, 2004-2005 and 2013-2014 Study	93
Figure 4.4	Comparison of Productivity for White and Non-White Discretionary Searches, 2004-2005 and 2013-2014 Study	95

Table 4.20	Comparison of Productivity for White and Non-White Extra Discretionary Searches, 2004-2005 and 2013-2014 Study	96
Figure 4.5	Comparison of Productivity for White and Non-White Extra Discretionary Searches, 2004-2005 and 2013-2014 Study	98
Section V: Conclusions and Recommendations		99
Appendix A: Calculation of Driving Population Estimates (DPE)		104
Appendix B: Rhode Island Traffic Stop Statistics Data for Searches		105
Table B1	Discretionary Searches by Race/Ethnicity of Driver	106
Table B2	Extra Discretionary Searches by Race/Ethnicity of Driver	107
Appendix C: Rhode Island Police Efforts to Reduce Bias Based Policing		108
Memo 1	Rhode Island State Police Memo on Academy Training in Regards to Community Race Relations, Bias Based Policing, and Traffic Stops	109
Memo 2	Rhode Island State Police Memo on Efforts to Discourage Bias Based Policing	111

Section I

Background of the Current Study

In January 2014, the *Rhode Island Traffic Stop Statistics Data Collection Study: Initial Findings Report*¹ was released to the public providing an extensive analysis of the 153,891 traffic stops that were conducted from January 2013 to September 2013. The purpose of this study was to determine the level of/or locations where racial disparities in traffic enforcement might be occurring and to identify appropriate program recommendations to address and improve community/police relations around this issue. Following a meeting with members of the Advisory Committee about the initial findings in the report, some concerns were raised about the exclusion of some communities in the analysis due to an insufficient number of stops to determine if racial disparities were occurring. This was particularly true in the analysis of searches.

Based on these concerns, members of the Advisory Committee agreed to continue the study to collect additional data and to address concerns raised during community meetings across the state.² The law enforcement agencies, who had participated in the data collection and transmission of traffic stops for the initial report, voluntarily agreed to continue collecting race data at traffic stops through the end of May 2014 and to transmit this information to Northeastern University. The Advisory Committee met again in May 2014 to determine whether all agencies had transmitted data on traffic stops, develop a timeline for when a final report could be released with the additional data, and begin a discussion on the future of the project. As a result, the present report provides a summary of the findings from the analysis of race data collected at traffic stops that took place from January 2013 to May 2014 and discusses future recommendations.

¹ McDevitt, Jack, Iwama, Janice, and Lisa Bailey-Laguerra. 2014. Rhode Island Traffic Stop Statistics Data Collection Study: Initial Findings Report. Available at: <http://www.dot.ri.gov/community/safety/reports/index.php>

² See Section I (pp. 1-9) of the *Initial Findings Report* for more information on the background of the study.

Rhode Island defines racial profiling as “The detention, interdiction or other disparate treatment of an individual on the basis, in whole or in part, of the racial or ethnic status of such individual, except when such status is used in combination with other identifying factors seeking to apprehend a specific suspect whose racial or ethnic status is part of the description of the suspect, which discretion is timely and reliable.”³ This definition focuses on individual instances where a person is stopped in whole or in part because of their race or ethnicity. However, it is challenging to make the determination that a particular traffic stop was solely based on bias given statistical evidence alone.

For that reason, the use of aggregate traffic stop data to identify patterns indicative of racial profiling is a controversial area in social science. While a number of studies have reviewed questions of differential treatment in traffic stops, no consensus exists regarding the best way to determine racial disparities.⁴ Racial disparities in traffic stops can result from a number of different factors both proper and improper such as deployment decisions, targeted enforcement, or racial and ethnic bias. Bias on the part of an individual officer is one of several possible explanations for disparities in citations.

For these reasons, we are cautious in using the present traffic stop data to draw conclusions about the existence of racial profiling. On the other hand, identifying meaningful racial disparities at a community wide level can be an important tool for communities, law enforcement agencies, and other stakeholders. For example, certain department enforcement strategies or allocation of patrol resources – while perhaps race neutral on their face – may result in the disparate treatment of racial groups. Regardless of why they occur, racial disparities may impose serious costs on minority citizens (e.g., increased insurance premiums), as well as influence how community members perceive the police in their community.

³ *The Act Relating to Motor and Other Vehicles – Racial Profiling*, 2004 R.I. Pub. Laws 256.

⁴ *For an overview of the most common racial profiling analysis methods and benchmarks see: Lorie Fridell (2003) By the Numbers: A Guide for Analyzing Race Data From Vehicle Stops, Police Executive Research Forum.*

For these reasons and many more, law enforcement officials and community stakeholders should closely examine conclusions about existence of racial disparities. Some important questions to bear in mind are:

1. What is the general pattern of traffic stop activity in my community?
2. Are non-white drivers stopped more often than their share of the driving population?
3. Once stopped are non-white drivers more likely to receive a citation?
4. Once stopped are non-white drivers more likely to be subject to a search?
5. Have traffic enforcement patterns or racial and ethnic disparities changed over the past decade?

Overall, the collection of aggregate statistics and information regarding law enforcement activities can provide communities with information about the nature, character, demographics, and results of police enforcement action. While this report will not answer all questions about the existence of racial profiling, it provides a starting point for conversations between law enforcement agencies and communities on the true impact of traffic enforcement on individuals living, working, and driving in the state of Rhode Island.

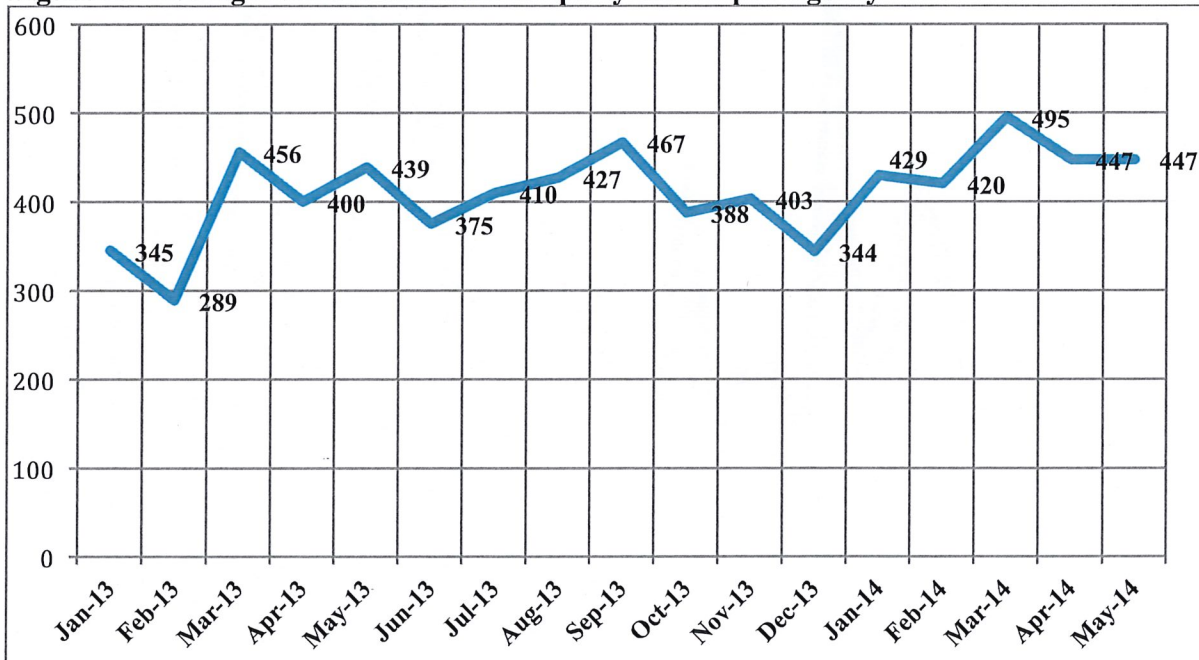
Section II

Characteristics of Traffic Stop Data

Using data collected for traffic stops that took place during the study period of January 1, 2013 through May 31, 2014, this section examines the general pattern of traffic enforcement activities in Rhode Island. The analysis of this information helps to recognize variations in traffic enforcement patterns among law enforcement agencies in different communities across the State of Rhode Island. Information on general patterns of traffic stops can help law enforcement agencies and their respective communities understand more about local traffic enforcement activity. The general pattern of activity for one agency can also be compared with other comparable or neighboring agencies. However, caution must be taken in comparing agencies to each other due to the differences in some of the agency’s policies and practices.

Statewide, 300,144 traffic stops were analyzed during the study period.⁵ The figure below portrays the average number of traffic stops conducted statewide per agency between January 1,

Figure 2.1 Average Number of Traffic Stops by Month per Agency



⁵ These numbers include traffic stop data that were collected from local law enforcement agencies, state police barracks, and the University of Rhode Island.

2013 and May 31, 2014. The data presented in Figure 2.1 reflect a somewhat stable pattern of traffic enforcement across the State of Rhode Island with the number of traffic stops ranging from 289 to 495 each month on average by agency. As in the Initial Findings Report, law enforcement agencies were consistent in regards to the number of traffic stops conducted during the study period. However, certain changes to the average number of traffic stops that occur in some months are influenced by a number of factors such as seasonal patterns and statewide enforcement programs (e.g. Click It or Ticket) that provide support for enhanced traffic enforcement during specific time periods.

Because the current study is based on traffic stop data collected during a 17-month period, the total number of traffic stops for each agency was weighted to represent traffic stop data for a 12-month period in order to provide a comparison with the 2004-2005 study, which includes traffic stops conducted from October 1, 2004 through September 30, 2005. As shown in

Figure 2.2 Comparison of Traffic Stops between 2004-2005 and adjusted 2013-2014 Study

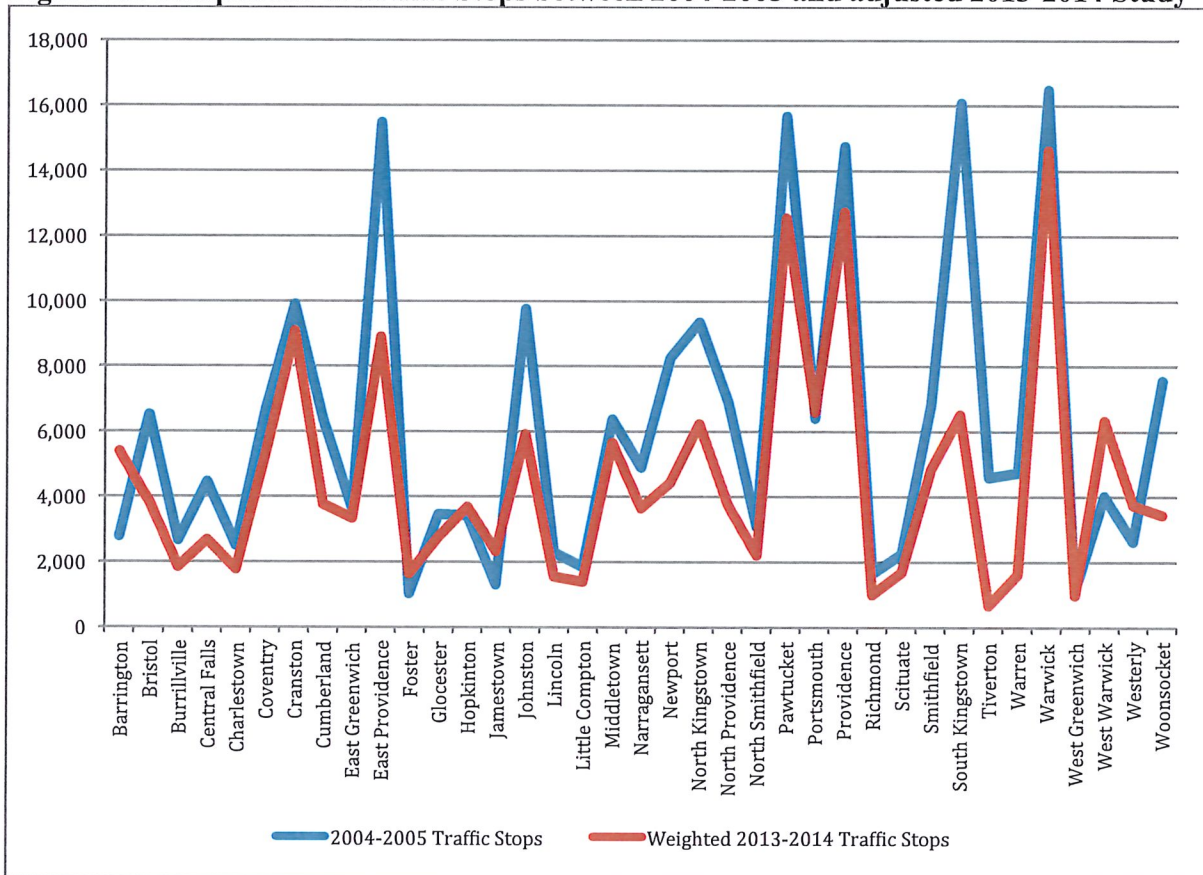


Figure 2.2, many jurisdictions reported fewer stops based on the weighted estimates in the current study in comparison to the 2004-2005 study. Although in certain cases some agencies may have conducted fewer traffic stops in comparison to the 2004-2005 study period, other differences could be the result of agencies acquiring the equipment necessary and training their officers to report traffic stop data at the beginning of the study period.

Table 2.1 compares some of the characteristics of the drivers stopped in Rhode Island between the 2004-2005 study and the present study. Nearly two-thirds of the drivers stopped were male in the 2004-2005 and 2013-2014 traffic stops, 66.2 % and 63.6% respectively. Similarly, a vast majority of the stops in the previous study and the current study were of white drivers, 80.8% and 76.2% respectively. Non-white drivers made up a much smaller percentage of the drivers in both studies with the following percentages for each of the race/ethnic categories: 8.8% and 11.6% of the stops were of Hispanic drivers, 8.0% and 10.1% of the stops were of African American drivers, 2.0% and 2.1% of the stops were of Asian/Pacific Islander drivers, and Native American drivers remained at 0.1% in the 2004-2005 and 2013-2014 study. These are statewide figures so they will not necessarily reflect the stop practices of police from individual jurisdictions, which will be presented later in this report.

Table 2.1 Driver Gender and Race/Ethnicity (Statewide)

	2004-2005 Traffic Stops	2013-2014 Traffic Stops
Driver Gender		
Male	66.2%	63.6%
Female	33.8%	36.4%
Driver Race/Ethnicity		
White	80.8%	76.2%
African American	8.0%	10.1%
Native American	0.1%	0.1%
Asian/Pacific Islander	2.0%	2.1%
Hispanic	8.8%	11.6%

As in other research on traffic enforcement, younger drivers were more likely to be stopped than older drivers with nearly one-half (47.7%) of the drivers under 31 years old and only 17.4% over the age of 50 (see Table 2.2). Not surprising for a small state such as Rhode Island, a large percentage (71.6%) of non-residents were stopped during the study period and only 28.3% of drivers stopped were residents of the community where they were stopped.

Table 2.2 Driver Residency and Age (Statewide)

	2013-2014 Traffic Stops
Driver Residency	
Resident	28.3%
Non-Resident	71.6%
Driver Age	
16 to 20	13.0%
21 to 30	34.7%
31 to 40	18.1%
41 to 50	15.3%
51 to 60	11.0%
61 and Over	6.4%

Across the state of Rhode Island and similar to most other states, most traffic stops are made for a violation of the traffic laws, most often speeding, as opposed to stops conducted as part of an ongoing investigation (Table 2.3). Specifically, 95.8% of the stops were for violations of the traffic statutes as opposed to 3.1% for investigatory stops. The specific traffic violations that were most common were speeding, which accounted for 37.1% of all stops, and stops for equipment violations (e.g. headlight out), which accounted for 18.2% of all stops. Seatbelt violations accounted for 7.5% of the stops over the study period. Once a stop is made, most drivers will receive a citation by law enforcement (54.9%) and most of the remaining drivers will receive a warning (36.9%). This will, of course, differ quite a bit by jurisdiction as discussed later in the report.

As found in other research on traffic enforcement, traffic stops in Rhode Island rarely result in an arrest of the driver. Statewide, only 3.8% of the stops resulted in the arrest of a

driver. Also, similar to prior research, searches are a rare event during a traffic stop. Only 3.0% of all stops involved a search of the driver or passengers.

Table 2.3 Stop Characteristics (Statewide)

	2013-2014 Traffic Stops
Reason for Stop	
Investigatory	3.1%
Violation	95.8%
Assist	1.2%
Basis for Stop	
Speeding	37.1%
Other Traffic Violation	27.2%
Equipment/Inspection	
Violation	18.2%
Seatbelt Violation	7.5%
Registration Violation	4.2%
Call for Service	2.6%
Suspicious Person	1.2%
Special Detail/Detailed Patrol	0.6%
Violation of City/Town Ordinance	0.5%
APB	0.2%
Outcome of Stop	
M/V Citation	54.9%
Notice of Demand	1.5%
Warning	36.9%
Arrest Driver	3.8%
Arrest Passenger	0.3%
No Action	2.6%
Vehicles Searched	3.0%

VARIATION IN TRAFFIC STOP ACTIVITY

Due to the variation in the type of traffic stop enforcement activities that take place across the different agencies throughout the state, it is important to examine the traffic stop patterns of each agency. For example, across the country, some jurisdictions conduct targeted traffic stops to prevent accidents at dangerous intersections while others have more widespread traffic enforcement. Conversely, some jurisdictions use vehicle stops as an investigatory tool to help reduce crime, and many communities conduct traffic stops for all these reasons combined.

A clear example of the variation across communities is the frequency of traffic stops that take place. Some agencies have active traffic units that produce a higher volume of traffic stops while other agencies have lower levels of traffic stop activity. Table 2.4a lists the distribution of stops for each community. To standardize across communities, a rate of traffic stops per 1,000 persons in the population⁶ was created to help facilitate comparison of stop activity between agencies. In Table 2.4b the agencies are listed in descending order by the rate of traffic stops per 1,000 residents in the population. We will use this convention of reporting data in two ways, alphabetically and by rank throughout this report.

Five municipal agencies with the largest number of traffic stops – Warwick (20,707), Pawtucket (17,779), East Providence (12,612), Cranston (12,875), and Providence (18,026) – make up about one-third of the traffic stops conducted in Rhode Island (27.3%) this should be expected since they are the five largest communities in terms of population. When we look at their rates, however, these communities are low in terms of stops per population size. In fact, Hopkinton, Jamestown, Portsmouth, Little Compton, and Barrington have the highest rates of traffic stops per 1,000 residents. Conversely, North Providence, Woonsocket, Lincoln, Providence, and Tiverton have the lowest rate of traffic stops per 1,000 residents.

⁶ Population estimates for each community are based on the 2010 Census Population Estimates for 18 and over.

Table 2.4a Total Number of Municipal Traffic Stops and Stops by Population (Sorted by Agency)

Agency	2010 18 and Over Census Pop	2013-2014 Traffic Stops	Stops per Resident	Resident Stops per 1,000 Residents
Barrington	11,713	7,634	0.65	652
Bristol	19,331	5,439	0.28	281
Burrillville	12,379	2,628	0.21	212
Central Falls	13,732	3,793	0.28	276
Charlestown	6,321	2,518	0.40	398
Coventry	27,244	7,520	0.28	276
Cranston	63,973	12,875	0.20	201
Cumberland	25,971	5,314	0.20	205
East Greenwich	9,710	4,738	0.49	488
East Providence	37,860	12,612	0.33	333
Foster	3,620	2323	0.64	642
Glocester	7,648	3,897	0.51	510
Hopkinton	6,343	5,217	0.82	822
Jamestown	4,362	3,286	0.75	753
Johnston	23,289	8,374	0.36	360
Lincoln	16,354	2197	0.13	134
Little Compton	2,838	1,967	0.69	693
Middletown	12,498	8,008	0.64	641
Narragansett	13,599	5,151	0.38	379
Newport	20,589	6,266	0.30	304
North Kingstown	20,164	8,819	0.44	437
North Providence	26,564	5,305	0.20	200
North Smithfield	9,511	3,120	0.33	328
Pawtucket	54,573	17,779	0.33	326
Portsmouth	13,393	9,347	0.70	698
Providence	136,408	18,026	0.13	132
Richmond	5,859	1418	0.24	242
Scituate	8,057	2376	0.29	295
Smithfield	17,805	6,848	0.38	385
South Kingstown	25,223	9,233	0.37	366
Tiverton	12,782	942	0.07	74
Warren	8,671	2308	0.27	266
Warwick	66,847	20,707	0.31	310
West Greenwich	4,658	1376	0.30	295
West Warwick	23,445	8,954	0.38	382
Westerly	18,000	5,304	0.29	295
Woonsocket	31,298	4,863	0.16	155

Table 2.4b Total Number of Municipal Traffic Stops (Sorted by Rate per 1,000 Residents)

Agency	2010 18 and Over Census Pop	2013-2014 Traffic Stops	Stops per Resident	Resident Stops per 1,000 Residents
Hopkinton	6,343	5,217	0.82	822
Jamestown	4,362	3,286	0.75	753
Portsmouth	13,393	9,347	0.70	698
Little Compton	2,838	1,967	0.69	693
Barrington	11,713	7,634	0.65	652
Foster	3,620	2323	0.64	642
Middletown	12,498	8,008	0.64	641
Glocester	7,648	3,897	0.51	510
East Greenwich	9,710	4,738	0.49	488
North Kingstown	20,164	8,819	0.44	437
Charlestown	6,321	2,518	0.40	398
Smithfield	17,805	6,848	0.38	385
West Warwick	23,445	8,954	0.38	382
Narragansett	13,599	5,151	0.38	379
South Kingstown	25,223	9,233	0.37	366
Johnston	23,289	8,374	0.36	360
East Providence	37,860	12,612	0.33	333
North Smithfield	9,511	3,120	0.33	328
Pawtucket	54,573	17,779	0.33	326
Warwick	66,847	20,707	0.31	310
Newport	20,589	6,266	0.30	304
West Greenwich	4,658	1376	0.30	295
Scituate	8,057	2376	0.29	295
Westerly	18,000	5,304	0.29	295
Bristol	19,331	5,439	0.28	281
Central Falls	13,732	3,793	0.28	276
Coventry	27,244	7,520	0.28	276
Warren	8,671	2308	0.27	266
Richmond	5,859	1418	0.24	242
Burrillville	12,379	2,628	0.21	212
Cumberland	25,971	5,314	0.20	205
Cranston	63,973	12,875	0.20	201
North Providence	26,564	5,305	0.20	200
Woonsocket	31,298	4,863	0.16	155
Lincoln	16,354	2197	0.13	134
Providence	136,408	18,026	0.13	132
Tiverton	12,782	942	0.07	74

In addition to differences in rates of traffic stops, agencies decide to make traffic stops for a number of different reasons. Table 2.5a provides a breakdown for the basis for stops in each jurisdiction. Speeding is the most common basis for a stop statewide, but individual jurisdictions differ quite a bit in their likelihood of making stops due to speeding. Table 2.5b sorts jurisdictions by the proportion of their stops based on speeding. In Foster and Glocester, over 80% of all stops are based on speeding. Conversely, in Central Falls, North Providence, Newport, Providence, University of Rhode Island, and Woonsocket, less than 20% of stops are based on speeding. As found in statewide patterns, vehicle stops across all agencies were rarely made on the basis of a registration violation, violation of city/town ordinance, special detail/detailed patrol, a call for service, an “all points bulletin” (APB), a suspicious person, or a motorist assist. Even cities that were more likely to engage in traffic stops as a function of crime control, such as Providence, stopped few cars based on a suspicious person (6.4%). In Providence, only 6.5% of stops involved a registration violation, 5.5% a call for service, 2.5% a violation of city ordinance, 1.9% for motorist assist, 1.0% a special detail/detailed patrol, and 0.5% for an APB. The most common reason for traffic stops in Providence was a summary category “other traffic violations” which includes violations such as failure to stop at red light.

Across the country, community groups have expressed concern about stops made for seatbelt violations, particularly following the passage of primary seat belt legislation. Community groups have suggested that such stops may be more discretionary and therefore more likely to reflect stops based on an individual officer's bias. Additionally, in some communities a large percentage of stops were based on other traffic violations and equipment/inspection violations in certain jurisdictions. These are often more discretionary stops and have been a point of concern in other states. In communities with larger proportions of seatbelt violation stops, other traffic violations, or equipment/inspection violations, the department may want to discuss the reasons for these stops with members of their communities and closely examine whether or not such stops produce disparate enforcement patterns (see Table 2.5c). The communities of Central Falls, Pawtucket, and Woonsocket have the largest proportion of their stops for seatbelt violations.

Table 2.5a Basis For Stop

Agency	Total	Speeding	Other Traffic Violation	Equipment/Inspection Violation	Registration Violation	Violation of City/Town Ordinance	Special Detail/ Detailed Patrol	Call for Service	APB	Suspicious Person	Motorist Assist	Seatbelt Violation
Statewide	300,144	37.2%	27.2%	18.2%	4.2%	0.5%	0.6%	2.6%	0.2%	1.2%	0.7%	7.5%
Barrington	7,634	42.6%	16.8%	24.0%	7.8%	0.7%	0.1%	0.7%	0.0%	0.6%	0.5%	6.1%
Bristol	5,439	28.5%	43.6%	13.9%	3.6%	0.6%	0.4%	2.4%	0.1%	0.5%	0.1%	6.2%
Burrillville	2,628	52.3%	18.7%	5.8%	6.3%	0.2%	0.0%	2.5%	0.0%	0.5%	0.6%	13.0%
Central Falls	3,793	17.4%	31.2%	13.6%	4.8%	1.6%	1.1%	3.8%	0.1%	2.1%	1.5%	22.7%
Charlestown	2,518	68.7%	11.3%	10.4%	4.8%	0.3%	0.0%	1.4%	0.6%	1.0%	0.5%	0.8%
Coventry	7,520	38.5%	22.7%	27.6%	1.8%	0.1%	0.0%	3.0%	0.1%	0.9%	0.4%	4.9%
Cranston	12,875	21.6%	44.6%	19.9%	6.4%	0.3%	2.1%	0.5%	0.1%	2.6%	0.3%	1.7%
Cumberland	5,314	27.6%	28.8%	19.9%	4.2%	0.5%	0.4%	5.2%	0.2%	5.2%	2.9%	5.1%
East Greenwich	4,738	51.1%	24.4%	11.0%	0.9%	0.2%	0.2%	4.7%	0.0%	1.3%	1.5%	4.6%
East Providence	12,612	48.1%	19.6%	15.3%	5.1%	0.5%	0.0%	2.3%	0.1%	0.8%	0.1%	8.0%
Foster	2,323	86.7%	2.4%	6.8%	0.2%	0.0%	1.8%	0.4%	0.0%	0.3%	0.2%	1.3%
Glocester	3,897	81.5%	8.2%	4.5%	0.2%	0.1%	0.1%	1.9%	0.1%	0.4%	0.1%	3.0%
Hopkinton	5,217	42.3%	12.9%	27.4%	3.8%	0.1%	0.5%	1.3%	0.2%	1.1%	0.9%	9.6%
Jamestown	3,286	55.3%	21.8%	14.5%	2.2%	0.1%	0.0%	1.2%	0.1%	0.3%	0.4%	4.1%
Johnston	8,374	26.2%	35.9%	27.1%	1.8%	0.2%	0.7%	3.4%	0.1%	0.4%	0.2%	4.0%
Lincoln	2,197	43.1%	26.7%	10.4%	6.3%	0.2%	0.1%	3.1%	0.1%	2.6%	0.6%	6.6%
Little Compton	1,967	44.8%	12.4%	24.4%	6.7%	0.0%	0.0%	0.8%	0.3%	1.2%	0.2%	9.4%
Middletown	8,008	38.0%	23.6%	21.1%	10.5%	0.0%	0.3%	1.1%	0.1%	0.3%	0.1%	5.0%
Narragansett	5,151	44.5%	28.5%	18.7%	1.7%	0.1%	0.4%	3.1%	0.4%	1.3%	0.6%	0.6%
Newport	6,266	15.5%	49.4%	28.3%	0.6%	0.7%	0.1%	2.1%	0.1%	0.3%	1.1%	1.9%
North Kingstown	8,819	55.9%	21.7%	15.9%	1.3%	0.0%	0.0%	2.3%	0.3%	1.0%	1.3%	0.2%
North Providence	5,305	15.6%	28.3%	38.0%	2.3%	0.2%	0.1%	3.8%	0.1%	0.4%	0.1%	11.1%
North Smithfield	3,120	26.9%	19.2%	47.7%	2.8%	0.0%	0.1%	0.7%	0.1%	0.7%	0.3%	1.5%
Pawtucket	17,779	23.6%	38.2%	15.6%	0.8%	0.3%	0.1%	3.1%	0.1%	0.2%	0.0%	18.0%
Portsmouth	9,347	52.2%	18.8%	20.8%	0.1%	0.1%	0.1%	1.3%	0.1%	0.5%	3.2%	2.7%
Providence	18,026	8.7%	50.7%	10.0%	5.8%	2.6%	1.0%	5.3%	0.5%	6.4%	3.3%	5.6%
Richmond	1,418	50.6%	18.7%	12.3%	12.8%	0.2%	0.4%	3.0%	0.1%	1.1%	0.1%	0.7%
RISP – All	60,895	45.9%	18.0%	18.8%	4.5%	0.1%	0.3%	1.6%	0.1%	0.1%	0.2%	10.5%
RISP - Chepachet	12,365	42.5%	18.1%	19.3%	5.0%	0.2%	0.1%	1.8%	0.1%	0.0%	0.3%	12.6%
RISP – Hope Valley	15,340	52.0%	15.8%	16.1%	4.4%	0.0%	0.2%	1.2%	0.1%	0.1%	0.2%	9.9%

Agency	Total	Speeding	Other Traffic Violation	Equipment/Inspection Violation	Registration Violation	Violation of City/Town Ordinance	Special Detail/Detailed Patrol	Call for Service	APB	Suspicious Person	Motorist Assist	Seatbelt Violation
RISP – HQ	1,483	36.0%	28.2%	20.2%	1.6%	0.1%	1.3%	1.3%	0.1%	0.1%	0.3%	10.9%
RISP – Lincoln	15,345	36.4%	21.0%	21.7%	4.4%	0.1%	0.5%	2.4%	0.1%	0.1%	0.1%	13.2%
RISP – Wickford	16,362	52.6%	16.1%	18.2%	4.4%	0.2%	0.1%	1.2%	0.2%	0.1%	0.1%	6.9%
Scituate	2,376	62.0%	17.8%	9.8%	4.9%	0.0%	0.1%	1.7%	0.1%	0.9%	0.2%	2.5%
Smithfield	6,848	32.8%	26.0%	14.4%	9.6%	0.2%	0.1%	5.1%	0.3%	1.2%	0.4%	9.8%
South Kingstown	9,233	54.6%	30.6%	6.5%	4.5%	0.1%	0.1%	0.6%	0.6%	1.5%	0.6%	0.4%
Tiverton	942	39.9%	17.9%	25.5%	0.5%	0.2%	0.0%	0.2%	0.3%	2.2%	1.1%	12.1%
Univ. of Rhode Island	767	14.4%	76.1%	2.7%	0.5%	0.0%	0.0%	0.8%	0.1%	3.1%	0.3%	2.0%
Warren	2,308	30.7%	23.3%	21.7%	12.0%	0.0%	0.0%	2.1%	0.6%	1.9%	0.6%	7.1%
Warwick	20,707	28.4%	31.3%	16.0%	4.7%	1.7%	1.9%	4.0%	0.0%	1.0%	0.4%	10.4%
West Greenwich	1,376	65.7%	14.8%	8.2%	5.2%	0.1%	0.6%	1.2%	0.0%	0.7%	0.3%	3.1%
West Warwick	8,954	28.7%	23.4%	28.5%	7.4%	0.5%	2.9%	2.2%	0.1%	1.4%	0.4%	4.5%
Westerly	5,304	33.5%	29.1%	21.8%	3.8%	0.0%	0.1%	3.9%	0.1%	0.4%	0.0%	7.1%
Woonsocket	4,863	17.5%	37.4%	9.9%	1.8%	2.6%	3.2%	8.4%	0.8%	1.2%	0.2%	17.1%

Table 2.5b Basis for Stop Ordered by % Speeding

Agency	Total	Speeding	Other Traffic Violation	Equipment /Inspection Violation	Registration Violation	Violation of City/Town Ordinance	Special Detail/ Detailed Patrol	Call for Service	APB	Suspicious Person	Motorist Assist	Seatbelt Violation
Statewide	300,144	37.2%	27.2%	18.2%	4.2%	0.5%	0.6%	2.6%	0.2%	1.2%	0.7%	7.5%
Foster	2,323	86.7%	2.4%	6.8%	0.2%	0.0%	1.8%	0.4%	0.0%	0.3%	0.2%	1.3%
Glocester	3,897	81.5%	8.2%	4.5%	0.2%	0.1%	0.1%	1.9%	0.1%	0.4%	0.1%	3.0%
Charlestown	2,518	68.7%	11.3%	10.4%	4.8%	0.3%	0.0%	1.4%	0.6%	1.0%	0.5%	0.8%
West Greenwich	1,376	65.7%	14.8%	8.2%	5.2%	0.1%	0.6%	1.2%	0.0%	0.7%	0.3%	3.1%
Scituate	2,376	62.0%	17.8%	9.8%	4.9%	0.0%	0.1%	1.7%	0.1%	0.9%	0.2%	2.5%
North Kingstown	8,819	55.9%	21.7%	15.9%	1.3%	0.0%	0.0%	2.3%	0.3%	1.0%	1.3%	0.2%
Jamestown	3,286	55.3%	21.8%	14.5%	2.2%	0.1%	0.0%	1.2%	0.1%	0.3%	0.4%	4.1%
South Kingstown	9,233	54.6%	30.6%	6.5%	4.5%	0.1%	0.1%	0.6%	0.6%	1.5%	0.6%	0.4%
RISP - Wickford	16,362	52.6%	16.1%	18.2%	4.4%	0.2%	0.1%	1.2%	0.2%	0.1%	0.1%	6.9%
Burrillville	2,628	52.3%	18.7%	5.8%	6.3%	0.2%	0.0%	2.5%	0.0%	0.5%	0.6%	13.0%
Portsmouth	9,347	52.2%	18.8%	20.8%	0.1%	0.1%	0.1%	1.3%	0.1%	0.5%	3.2%	2.7%
RISP - Hope Valley	15,340	52.0%	15.8%	16.1%	4.4%	0.0%	0.2%	1.2%	0.1%	0.1%	0.2%	9.9%
East Greenwich	4,738	51.1%	24.4%	11.0%	0.9%	0.2%	0.2%	4.7%	0.0%	1.3%	1.5%	4.6%
Richmond	1,418	50.6%	18.7%	12.3%	12.8%	0.2%	0.4%	3.0%	0.1%	1.1%	0.1%	0.7%
East Providence	12,612	48.1%	19.6%	15.3%	5.1%	0.5%	0.0%	2.3%	0.1%	0.8%	0.1%	8.0%
RISP - All	60895	45.9%	18.0%	18.8%	4.5%	0.1%	0.3%	1.6%	0.1%	0.1%	0.2%	10.5%
Little Compton	1,967	44.8%	12.4%	24.4%	6.7%	0.0%	0.0%	0.8%	0.3%	1.2%	0.2%	9.4%
Narragansett	5,151	44.5%	28.5%	18.7%	1.7%	0.1%	0.4%	3.1%	0.4%	1.3%	0.6%	0.6%
Lincoln	2,197	43.1%	26.7%	10.4%	6.3%	0.2%	0.1%	3.1%	0.1%	2.6%	0.6%	6.6%
Barrington	7,634	42.6%	16.8%	24.0%	7.8%	0.7%	0.1%	0.7%	0.0%	0.6%	0.5%	6.1%
RISP - Chepachet	12,365	42.5%	18.1%	19.3%	5.0%	0.2%	0.1%	1.8%	0.1%	0.0%	0.3%	12.6%
Hopkinton	5,217	42.3%	12.9%	27.4%	3.8%	0.1%	0.5%	1.3%	0.2%	1.1%	0.9%	9.6%
Tiverton	942	39.9%	17.9%	25.5%	0.5%	0.2%	0.0%	0.2%	0.3%	2.2%	1.1%	12.1%
Coventry	7,520	38.5%	22.7%	27.6%	1.8%	0.1%	0.0%	3.0%	0.1%	0.9%	0.4%	4.9%
Middletown	8,008	38.0%	23.6%	21.1%	10.5%	0.0%	0.3%	1.1%	0.1%	0.3%	0.1%	5.0%
RISP - Lincoln	15,345	36.4%	21.0%	21.7%	4.4%	0.1%	0.5%	2.4%	0.1%	0.1%	0.1%	13.2%
RISP - HQ	1,483	36.0%	28.2%	20.2%	1.6%	0.1%	1.3%	1.3%	0.1%	0.1%	0.3%	10.9%
Westerly	5,304	33.5%	29.1%	21.8%	3.8%	0.0%	0.1%	3.9%	0.1%	0.4%	0.0%	7.1%
Smithfield	6,848	32.8%	26.0%	14.4%	9.6%	0.2%	0.1%	5.1%	0.3%	1.2%	0.4%	9.8%
Warren	2,308	30.7%	23.3%	21.7%	12.0%	0.0%	0.0%	2.1%	0.6%	1.9%	0.6%	7.1%
West Warwick	8,954	28.7%	23.4%	28.5%	7.4%	0.5%	2.9%	2.2%	0.1%	1.4%	0.4%	4.5%
Bristol	5,439	28.5%	43.6%	13.9%	3.6%	0.6%	0.4%	2.4%	0.1%	0.5%	0.1%	6.2%
Warwick	20,707	28.4%	31.3%	16.0%	4.7%	1.7%	1.9%	4.0%	0.0%	1.0%	0.4%	10.4%
Cumberland	5,314	27.6%	28.8%	19.9%	4.2%	0.5%	0.4%	5.2%	0.2%	5.2%	2.9%	5.1%
North Smithfield	3,120	26.9%	19.2%	47.7%	2.8%	0.0%	0.1%	0.7%	0.1%	0.7%	0.3%	1.5%

Agency	Total	Speeding	Other Traffic Violation	Equipment/Inspection Violation	Registration Violation	Violation of City/Town Ordinance	Special Detail/ Detailed Patrol	Call for Service	APB	Suspicious Person	Motorist Assist	Seatbelt Violation
Johnston	8,374	26.2%	35.9%	27.1%	1.8%	0.2%	0.7%	3.4%	0.1%	0.4%	0.2%	4.0%
Pawtucket	17,779	23.6%	38.2%	15.6%	0.8%	0.3%	0.1%	3.1%	0.1%	0.2%	0.0%	18.0%
Cranston	12,875	21.6%	44.6%	19.9%	6.4%	0.3%	2.1%	0.5%	0.1%	2.6%	0.3%	1.7%
Woonsocket	4,863	17.5%	37.4%	9.9%	1.8%	2.6%	3.2%	8.4%	0.8%	1.2%	0.2%	17.1%
Central Falls	3,793	17.4%	31.2%	13.6%	4.8%	1.6%	1.1%	3.8%	0.1%	2.1%	1.5%	22.7%
North Providence	5,305	15.6%	28.3%	38.0%	2.3%	0.2%	0.1%	3.8%	0.1%	0.4%	0.1%	11.1%
Newport	6,266	15.5%	49.4%	28.3%	0.6%	0.7%	0.1%	2.1%	0.1%	0.3%	1.1%	1.9%
Univ. of Rhode Island	767	14.4%	76.1%	2.7%	0.5%	0.0%	0.0%	0.8%	0.1%	3.1%	0.3%	2.0%
Providence	18,026	8.7%	50.7%	10.0%	5.8%	2.6%	1.0%	5.3%	0.5%	6.4%	3.3%	5.6%

Table 2.5c. Basis for Stop Ordered by % Seat Belt Violation

Agency	Total	Speeding	Other Traffic Violation	Equipment/Inspection Violation	Registration Violation	Violation of City/Town Ordinance	Special Detail/Detailed Patrol	Call for Service	APB	Suspicious Person	Motorist Assist	Seatbelt Violation
Statewide	300,144	37.2%	27.2%	18.2%	4.2%	0.5%	0.6%	2.6%	0.2%	1.2%	0.7%	7.5%
Central Falls	3,793	17.4%	31.2%	13.6%	4.8%	1.6%	1.1%	3.8%	0.1%	2.1%	1.5%	22.7%
Pawtucket	17,779	23.6%	38.2%	15.6%	0.8%	0.3%	0.1%	3.1%	0.1%	0.2%	0.0%	18.0%
Woonsocket	4,863	17.5%	37.4%	9.9%	1.8%	2.6%	3.2%	8.4%	0.8%	1.2%	0.2%	17.1%
RISP - Lincoln	15,345	36.4%	21.0%	21.7%	4.4%	0.1%	0.5%	2.4%	0.1%	0.1%	0.1%	13.2%
Burrillville	2,628	52.3%	18.7%	5.8%	6.3%	0.2%	0.0%	2.5%	0.0%	0.5%	0.6%	13.0%
RISP - Chepachet	12,365	42.5%	18.1%	19.3%	5.0%	0.2%	0.1%	1.8%	0.1%	0.0%	0.3%	12.6%
Tiverton	942	39.9%	17.9%	25.5%	0.5%	0.2%	0.0%	0.2%	0.3%	2.2%	1.1%	12.1%
North Providence	5,305	15.6%	28.3%	38.0%	2.3%	0.2%	0.1%	3.8%	0.1%	0.4%	0.1%	11.1%
RISP - HQ	1,483	36.0%	28.2%	20.2%	1.6%	0.1%	1.3%	1.3%	0.1%	0.1%	0.3%	10.9%
RISP - All	60895	45.9%	18.0%	18.8%	4.5%	0.1%	0.3%	1.6%	0.1%	0.1%	0.2%	10.5%
Warwick	20,707	28.4%	31.3%	16.0%	4.7%	1.7%	1.9%	4.0%	0.0%	1.0%	0.4%	10.4%
RISP - Hope Valley	15,340	52.0%	15.8%	16.1%	4.4%	0.0%	0.2%	1.2%	0.1%	0.1%	0.2%	9.9%
Smithfield	6,848	32.8%	26.0%	14.4%	9.6%	0.2%	0.1%	5.1%	0.3%	1.2%	0.4%	9.8%
Hopkinton	5,217	42.3%	12.9%	27.4%	3.8%	0.1%	0.5%	1.3%	0.2%	1.1%	0.9%	9.6%
Little Compton	1,967	44.8%	12.4%	24.4%	6.7%	0.0%	0.0%	0.8%	0.3%	1.2%	0.2%	9.4%
East Providence	12,612	48.1%	19.6%	15.3%	5.1%	0.5%	0.0%	2.3%	0.1%	0.8%	0.1%	8.0%
Westerly	5,304	33.5%	29.1%	21.8%	3.8%	0.0%	0.1%	3.9%	0.1%	0.4%	0.0%	7.1%
Warren	2,308	30.7%	23.3%	21.7%	12.0%	0.0%	0.0%	2.1%	0.6%	1.9%	0.6%	7.1%
RISP - Wickford	16,362	52.6%	16.1%	18.2%	4.4%	0.2%	0.1%	1.2%	0.2%	0.1%	0.1%	6.9%
Lincoln	2,197	43.1%	26.7%	10.4%	6.3%	0.2%	0.1%	3.1%	0.1%	2.6%	0.6%	6.6%
Bristol	5,439	28.5%	43.6%	13.9%	3.6%	0.6%	0.4%	2.4%	0.1%	0.5%	0.1%	6.2%
Barrington	7,634	42.6%	16.8%	24.0%	7.8%	0.7%	0.1%	0.7%	0.0%	0.6%	0.5%	6.1%
Providence	18,026	8.7%	50.7%	10.0%	5.8%	2.6%	1.0%	5.3%	0.5%	6.4%	3.3%	5.6%
Cumberland	5,314	27.6%	28.8%	19.9%	4.2%	0.5%	0.4%	5.2%	0.2%	5.2%	2.9%	5.1%
Middletown	8,008	38.0%	23.6%	21.1%	10.5%	0.0%	0.3%	1.1%	0.1%	0.3%	0.1%	5.0%
Coventry	7,520	38.5%	22.7%	27.6%	1.8%	0.1%	0.0%	3.0%	0.1%	0.9%	0.4%	4.9%
East Greenwich	4,738	51.1%	24.4%	11.0%	0.9%	0.2%	0.2%	4.7%	0.0%	1.3%	1.5%	4.6%
West Warwick	8,954	28.7%	23.4%	28.5%	7.4%	0.5%	2.9%	2.2%	0.1%	1.4%	0.4%	4.5%
Jamestown	3,286	55.3%	21.8%	14.5%	2.2%	0.1%	0.0%	1.2%	0.1%	0.3%	0.4%	4.1%
Johnston	8,374	26.2%	35.9%	27.1%	1.8%	0.2%	0.7%	3.4%	0.1%	0.4%	0.2%	4.0%
West Greenwich	1,376	65.7%	14.8%	8.2%	5.2%	0.1%	0.6%	1.2%	0.0%	0.7%	0.3%	3.1%
Glocester	3,897	81.5%	8.2%	4.5%	0.2%	0.1%	0.1%	1.9%	0.1%	0.4%	0.1%	3.0%
Portsmouth	9,347	52.2%	18.8%	20.8%	0.1%	0.1%	0.1%	1.3%	0.1%	0.5%	3.2%	2.7%

Agency	Total	Speeding	Other Traffic Violation	Equipment /Inspection Violation	Registration Violation	Violation of City/Town Ordinance	Special Detail/ Detailed Patrol	Call for Service	APB	Suspicious Person	Motorist Assist	Seatbelt Violation
Scituate	2,376	62.0%	17.8%	9.8%	4.9%	0.0%	0.1%	1.7%	0.1%	0.9%	0.2%	2.5%
Univ. of Rhode Island	767	14.4%	76.1%	2.7%	0.5%	0.0%	0.0%	0.8%	0.1%	3.1%	0.3%	2.0%
Newport	6,266	15.5%	49.4%	28.3%	0.6%	0.7%	0.1%	2.1%	0.1%	0.3%	1.1%	1.9%
Cranston	12,875	21.6%	44.6%	19.9%	6.4%	0.3%	2.1%	0.5%	0.1%	2.6%	0.3%	1.7%
North Smithfield	3,120	26.9%	19.2%	47.7%	2.8%	0.0%	0.1%	0.7%	0.1%	0.7%	0.3%	1.5%
Foster	2,323	86.7%	2.4%	6.8%	0.2%	0.0%	1.8%	0.4%	0.0%	0.3%	0.2%	1.3%
Charlestown	2,518	68.7%	11.3%	10.4%	4.8%	0.3%	0.0%	1.4%	0.6%	1.0%	0.5%	0.8%
Richmond	1,418	50.6%	18.7%	12.3%	12.8%	0.2%	0.4%	3.0%	0.1%	1.1%	0.1%	0.7%
Narragansett	5,151	44.5%	28.5%	18.7%	1.7%	0.1%	0.4%	3.1%	0.4%	1.3%	0.6%	0.6%
South Kingstown	9,233	54.6%	30.6%	6.5%	4.5%	0.1%	0.1%	0.6%	0.6%	1.5%	0.6%	0.4%
North Kingstown	8,819	55.9%	21.7%	15.9%	1.3%	0.0%	0.0%	2.3%	0.3%	1.0%	1.3%	0.2%

Similar to the variation found across agencies in the basis for stop, there is much variation in post-stop activity. In the outcome of stops, a large proportion of drivers are either cited or warned across different jurisdictions (see Table 2.6a and 2.6b). Statewide, over one-half (54.9%) of the stops resulted in a citation being issued and 36.9% resulted in a warning but individual jurisdictions varied dramatically in their post-stop enforcement actions. For example, in Pawtucket, citations were issued in 93.3% of the traffic stops (the highest percentage in the state). Conversely, in Little Compton and Newport, when drivers were stopped they were rarely cited (14.1% and 12.9% of stops respectively resulted in a citation). On the other hand, Little Compton and Newport issued the most warnings of all agencies across the state (82.7% and 84.7% of stops respectively resulted in a warning). These variations reflect the local policy variation across Rhode Island police agencies. While some communities believe in the use of citations as a way of increasing traffic safety, others apparently see warnings as a more effective way to achieve the same goal without presenting undue burdens on residents or visitors. Analysis of citation and warning rates provides law enforcement officials and community members in Rhode Island with information on how their level and type of traffic enforcement activities compare to other Rhode Island communities. Differences in citation patterns represent variation in local cultures about the best ways to address the specific traffic concerns facing their communities. Such differing norms about the purpose and expected results of traffic stops may help provide a context for understanding why groups may be treated differently during and after traffic stops.

With regard to the outcome of stops resulting in the driver's arrest, very few agencies reported a large proportion of traffic stops leading to this outcome. At the same time, there are some important differences to consider among the jurisdictions that may represent differing goals of traffic enforcement. In particular, Central Falls, North Providence, and Narragansett had the largest proportion of all traffic stops result in the driver's arrest (11.8%, 11.0%, and 7.9% of all stops resulted in the driver's arrest, respectively) in comparison to the statewide average of 3.8%.

Table 2.6a Outcome of Stops (Sorted by Agency)

Agency	N	M/V Citation	N/D	Warning	Arrest Driver	Arrest Passenger	No Action
Statewide	300,144	54.9%	1.5%	36.9%	3.8%	0.3%	2.6%
Barrington	7,634	23.8%	0.6%	72.2%	2.0%	0.0%	1.3%
Bristol	5,439	36.9%	0.5%	58.4%	4.1%	0.0%	0.1%
Burrillville	2,628	58.8%	0.4%	34.8%	4.0%	0.0%	2.0%
Central Falls	3,793	60.3%	1.4%	23.4%	11.8%	0.3%	2.8%
Charlestown	2,518	27.5%	1.0%	66.3%	1.6%	0.1%	3.4%
Coventry	7,520	16.9%	1.6%	74.1%	5.3%	0.1%	2.0%
Cranston	12,875	40.2%	2.1%	48.5%	3.5%	0.3%	5.4%
Cumberland	5,314	27.1%	2.4%	55.3%	4.4%	0.5%	10.4%
East Greenwich	4,738	41.9%	0.9%	48.0%	2.9%	0.1%	6.2%
East Providence	12,612	73.6%	2.6%	19.1%	3.7%	0.2%	0.8%
Foster	2,323	35.8%	0.0%	61.5%	2.2%	0.1%	0.4%
Glocester	3,897	58.9%	0.0%	38.9%	1.8%	0.1%	0.3%
Hopkinton	5,217	31.0%	5.6%	55.6%	3.0%	0.3%	4.4%
Jamestown	3,286	20.8%	0.2%	75.7%	2.4%	0.1%	0.8%
Johnston	8,374	78.1%	0.3%	18.3%	2.6%	0.2%	0.6%
Lincoln	2,197	50.8%	0.6%	35.4%	7.4%	0.5%	5.3%
Little Compton	1,967	14.1%	0.0%	82.7%	2.9%	0.0%	0.3%
Middletown	8,008	33.3%	0.0%	61.8%	4.6%	0.1%	0.2%
Narragansett	5,151	26.8%	1.1%	61.0%	7.9%	0.2%	2.9%
Newport	6,266	12.9%	0.4%	84.7%	1.7%	0.0%	0.4%
North Kingstown	8,819	53.1%	0.2%	40.1%	2.2%	0.1%	4.3%
North Providence	5,305	47.1%	0.2%	40.9%	11.0%	0.1%	0.7%
North Smithfield	3,120	43.9%	25.6%	18.0%	6.9%	0.7%	4.8%
Pawtucket	17,779	93.3%	0.0%	3.4%	3.2%	0.0%	0.0%
Portsmouth	9,347	27.8%	4.8%	60.1%	3.1%	0.2%	3.9%
Providence	18,026	34.5%	0.6%	47.9%	5.7%	0.9%	10.4%
Richmond	1,418	63.5%	1.4%	28.1%	6.8%	0.0%	0.1%
RISP - All	60,895	85.1%	0.6%	10.9%	2.3%	0.4%	0.6%
RISP - Chepachet	12,365	89.9%	0.1%	5.0%	3.2%	0.7%	1.1%
RISP - Hope Valley	15,340	81.3%	0.3%	15.4%	1.8%	0.5%	0.8%
RISP - HQ	1,483	87.0%	0.0%	7.8%	4.0%	0.7%	0.5%
RISP - Lincoln	15,345	84.6%	1.9%	10.1%	2.4%	0.4%	0.4%
RISP - Wickford	16,362	85.4%	0.2%	12.0%	1.8%	0.2%	0.4%
Scituate	2,376	50.9%	0.6%	39.3%	7.3%	0.1%	1.7%
Smithfield	6,848	61.8%	1.1%	30.2%	4.0%	0.1%	2.9%
South Kingstown	9,233	29.9%	0.7%	63.7%	3.2%	0.2%	2.4%
Tiverton	942	44.4%	8.2%	28.8%	1.8%	0.4%	16.5%
Univ. of Rhode Island	767	43.7%	0.0%	52.3%	1.2%	0.1%	2.7%
Warren	2,308	52.0%	8.1%	29.9%	5.1%	0.5%	4.4%
Warwick	20,707	56.4%	4.2%	32.4%	4.4%	0.1%	2.5%
West Greenwich	1,376	34.7%	0.4%	58.9%	2.5%	0.0%	3.3%
West Warwick	8,954	44.7%	0.4%	45.2%	5.4%	0.3%	4.0%
Westerly	5,304	41.1%	0.1%	53.7%	4.6%	0.3%	0.3%
Woonsocket	4,863	77.8%	0.3%	14.6%	4.6%	0.1%	2.6%

Table 2.6b Outcome of Stops (Sorted by % Resulting in a M/V Citation)

Agency	N	M/V Citation	N/D	Warning	Arrest Driver	Arrest Passenger	No Action
Statewide	300,144	54.9%	1.5%	36.9%	3.8%	0.3%	2.6%
Pawtucket	17,779	93.3%	0.0%	3.4%	3.2%	0.0%	0.0%
RISP - Chepachet	12,365	89.9%	0.1%	5.0%	3.2%	0.7%	1.1%
RISP - HQ	1,483	87.0%	0.0%	7.8%	4.0%	0.7%	0.5%
RISP - Wickford	16,362	85.4%	0.2%	12.0%	1.8%	0.2%	0.4%
RISP - All	60,895	85.1%	0.6%	10.9%	2.3%	0.4%	0.6%
RISP - Lincoln	15,345	84.6%	1.9%	10.1%	2.4%	0.4%	0.4%
RISP - Hope Valley	15,340	81.3%	0.3%	15.4%	1.8%	0.5%	0.8%
Johnston	8,374	78.1%	0.3%	18.3%	2.6%	0.2%	0.6%
Woonsocket	4,863	77.8%	0.3%	14.6%	4.6%	0.1%	2.6%
East Providence	12,612	73.6%	2.6%	19.1%	3.7%	0.2%	0.8%
Richmond	1,418	63.5%	1.4%	28.1%	6.8%	0.0%	0.1%
Smithfield	6,848	61.8%	1.1%	30.2%	4.0%	0.1%	2.9%
Central Falls	3,793	60.3%	1.4%	23.4%	11.8%	0.3%	2.8%
Glocester	3,897	58.9%	0.0%	38.9%	1.8%	0.1%	0.3%
Burrillville	2,628	58.8%	0.4%	34.8%	4.0%	0.0%	2.0%
Warwick	20,707	56.4%	4.2%	32.4%	4.4%	0.1%	2.5%
North Kingstown	8,819	53.1%	0.2%	40.1%	2.2%	0.1%	4.3%
Warren	2,308	52.0%	8.1%	29.9%	5.1%	0.5%	4.4%
Scituate	2,376	50.9%	0.6%	39.3%	7.3%	0.1%	1.7%
Lincoln	2,197	50.8%	0.6%	35.4%	7.4%	0.5%	5.3%
North Providence	5,305	47.1%	0.2%	40.9%	11.0%	0.1%	0.7%
West Warwick	8,954	44.7%	0.4%	45.2%	5.4%	0.3%	4.0%
Tiverton	942	44.4%	8.2%	28.8%	1.8%	0.4%	16.5%
North Smithfield	3,120	43.9%	25.6%	18.0%	6.9%	0.7%	4.8%
Univ. of Rhode Island	767	43.7%	0.0%	52.3%	1.2%	0.1%	2.7%
East Greenwich	4,738	41.9%	0.9%	48.0%	2.9%	0.1%	6.2%
Westerly	5,304	41.1%	0.1%	53.7%	4.6%	0.3%	0.3%
Cranston	12,875	40.2%	2.1%	48.5%	3.5%	0.3%	5.4%
Bristol	5,439	36.9%	0.5%	58.4%	4.1%	0.0%	0.1%
Foster	2,323	35.8%	0.0%	61.5%	2.2%	0.1%	0.4%
West Greenwich	1,376	34.7%	0.4%	58.9%	2.5%	0.0%	3.3%
Providence	18,026	34.5%	0.6%	47.9%	5.7%	0.9%	10.4%
Middletown	8,008	33.3%	0.0%	61.8%	4.6%	0.1%	0.2%
Hopkinton	5,217	31.0%	5.6%	55.6%	3.0%	0.3%	4.4%
South Kingstown	9,233	29.9%	0.7%	63.7%	3.2%	0.2%	2.4%
Portsmouth	9,347	27.8%	4.8%	60.1%	3.1%	0.2%	3.9%
Charlestown	2,518	27.5%	1.0%	66.3%	1.6%	0.1%	3.4%
Cumberland	5,314	27.1%	2.4%	55.3%	4.4%	0.5%	10.4%
Narragansett	5,151	26.8%	1.1%	61.0%	7.9%	0.2%	2.9%
Barrington	7,634	23.8%	0.6%	72.2%	2.0%	0.0%	1.3%
Jamestown	3,286	20.8%	0.2%	75.7%	2.4%	0.1%	0.8%
Coventry	7,520	16.9%	1.6%	74.1%	5.3%	0.1%	2.0%
Little Compton	1,967	14.1%	0.0%	82.7%	2.9%	0.0%	0.3%
Newport	6,266	12.9%	0.4%	84.7%	1.7%	0.0%	0.4%

As mentioned earlier, searches are relatively rare events during routine traffic stops in Rhode Island. During the study period, 3.3% of all traffic stops statewide resulted in a search. Regardless of questions about racial disparities in searching practices, much can be learned about the goals of traffic enforcement by examining the variations in search rates that exist throughout the state.

In order to identify the scope, reason, and whether contraband was found or not in searches, the traffic stop data collection program permitted officers to choose from a list of selections after confirming that a search was conducted during a traffic stop. The data collection allowed officers to indicate the basis for their search, choosing between incident to arrest, probable cause, terry frisk, odor of drugs/alcohol, inventory/tow, and reasonable articulable suspicion. Although members of law enforcement agreed that searches incident to a lawful arrest should be considered non-discretionary, not all agencies within the state have consistent policies on searches incident to arrest or inventory searches. To account for these differences, searches were separated into three categories which will allow agencies to assess the search patterns that most appropriately represent discretionary searches within their agency: 1) **all** searches, 2) **discretionary** searches, excluding those made incident to a lawful arrest, and 3) **extra discretionary** searches, excluding those made either incident to a lawful arrest or for inventory purposes (see Table 2.7a and 2.7b).

Agencies throughout Rhode Island search drivers following routine traffic stops at vastly different rates. No jurisdiction was found to search motorists in more than 10% of the traffic stops. Officers from Central Falls were most likely to conduct a search, conducting searches in 8.6% of all stops. Most agencies rarely searched a motorist following a traffic stop; for example, West Greenwich officers only conducted a search in 1.1% of their stops and Barrington officers only conducted searches in 0.9% of their stops. More than half of the agencies, searched motorists between 2% and 5% of the time they made traffic stops.

Table 2.7a Stops Resulting in a Search (Sorted by Agency)

Agency	Searches		Discretionary Searches		Extra Discretionary Searches	
	N	%	N	%	N	%
Average	227	3.2%	117	1.6%	97	1.3%
Statewide	9,769	3.3%	5,031	1.7%	4,176	1.4%
Barrington	70	0.9%	51	0.7%	44	0.6%
Bristol	81	1.5%	34	0.6%	28	0.5%
Burrillville	101	3.8%	24	0.9%	19	0.7%
Central Falls	327	8.6%	66	1.7%	41	1.1%
Charlestown	48	1.9%	36	1.4%	36	1.4%
Coventry	183	2.4%	71	0.9%	55	0.7%
Cranston	364	2.8%	232	1.8%	215	1.7%
Cumberland	324	6.1%	171	3.2%	25	0.5%
East Greenwich	88	1.9%	67	1.4%	62	1.3%
East Providence	514	4.1%	291	2.3%	241	1.9%
Foster	6	0.3%	0	0.0%	0	0.0%
Glocester	66	1.7%	32	0.8%	32	0.8%
Hopkinton	153	2.9%	95	1.8%	80	1.5%
Jamestown	69	2.1%	20	0.6%	19	0.6%
Johnston	231	2.8%	55	0.7%	28	0.3%
Lincoln	135	6.1%	86	3.9%	72	3.3%
Little Compton	39	2.0%	20	1.0%	19	1.0%
Middletown	205	2.6%	120	1.5%	102	1.3%
Narragansett	284	5.5%	133	2.6%	79	1.5%
Newport	151	2.4%	77	1.2%	67	1.1%
North Kingstown	224	2.5%	108	1.2%	92	1.0%
North Providence	86	1.6%	39	0.7%	30	0.6%
North Smithfield	57	1.8%	30	1.0%	20	0.6%
Pawtucket	759	4.3%	135	0.8%	116	0.7%
Portsmouth	372	4.0%	116	1.2%	98	1.0%
Providence	805	4.5%	533	3.0%	513	2.8%
Richmond	87	6.1%	21	1.5%	21	1.5%
RISP - All	1796	2.9%	1226	2.0%	1097	1.8%
RISP - Chepachet	254	2.1%	114	0.9%	73	0.6%
RISP - Hope Valley	493	3.2%	395	2.6%	369	2.4%
RISP - HQ	17	1.1%	6	0.4%	5	0.3%
RISP - Lincoln	748	4.9%	534	3.5%	486	3.2%
RISP - Wickford	284	1.7%	177	1.1%	164	1.0%
Scituate	86	3.6%	20	0.8%	15	0.6%
Smithfield	159	2.3%	71	1.0%	71	1.0%
South Kingstown	268	2.9%	150	1.6%	149	1.6%
Tiverton	36	3.8%	24	2.5%	19	2.0%
University of Rhode Island	25	3.3%	22	2.9%	21	2.7%
Warren	114	4.9%	45	1.9%	35	1.5%
Warwick	672	3.2%	371	1.8%	196	0.9%
West Greenwich	15	1.1%	10	0.7%	10	0.7%
West Warwick	188	2.1%	104	1.2%	99	1.1%
Westerly	319	6.0%	230	4.3%	230	4.3%
Woonsocket	262	5.4%	95	2.0%	80	1.6%

Table 2.7b Stops Resulting in a Search (Sorted by % All Searches Descending)

Agency	Searches		Discretionary Searches		Extra Discretionary Searches	
	N	%	N	%	N	%
Average	227	3.2%	117	1.6%	97	1.3%
Statewide	9,769	3.3%	5031	1.7%	4176	1.4%
Central Falls	327	8.6%	66	1.7%	41	1.1%
Lincoln	135	6.1%	86	3.9%	72	3.3%
Richmond	87	6.1%	21	1.5%	21	1.5%
Cumberland	324	6.1%	171	3.2%	25	0.5%
Westerly	319	6.0%	230	4.3%	230	4.3%
Narragansett	284	5.5%	133	2.6%	79	1.5%
Woonsocket	262	5.4%	95	2.0%	80	1.6%
Warren	114	4.9%	45	1.9%	35	1.5%
RISP - Lincoln	748	4.9%	534	3.5%	486	3.2%
Providence	805	4.5%	533	3.0%	513	2.8%
Pawtucket	759	4.3%	135	0.8%	116	0.7%
East Providence	514	4.1%	291	2.3%	241	1.9%
Portsmouth	372	4.0%	116	1.2%	98	1.0%
Burrillville	101	3.8%	24	0.9%	19	0.7%
Tiverton	36	3.8%	24	2.5%	19	2.0%
Scituate	86	3.6%	20	0.8%	15	0.6%
University of Rhode Island	25	3.3%	22	2.9%	21	2.7%
Warwick	672	3.2%	371	1.8%	196	0.9%
RISP - Hope Valley	493	3.2%	395	2.6%	369	2.4%
RISP - All	1796	2.9%	1226	2.0%	1097	1.8%
Hopkinton	153	2.9%	95	1.8%	80	1.5%
South Kingstown	268	2.9%	150	1.6%	149	1.6%
Cranston	364	2.8%	232	1.8%	215	1.7%
Johnston	231	2.8%	55	0.7%	28	0.3%
Middletown	205	2.6%	120	1.5%	102	1.3%
North Kingstown	224	2.5%	108	1.2%	92	1.0%
Coventry	183	2.4%	71	0.9%	55	0.7%
Newport	151	2.4%	77	1.2%	67	1.1%
Smithfield	159	2.3%	71	1.0%	71	1.0%
Jamestown	69	2.1%	20	0.6%	19	0.6%
West Warwick	188	2.1%	104	1.2%	99	1.1%
RISP - Chepachet	254	2.1%	114	0.9%	73	0.6%
Little Compton	39	2.0%	20	1.0%	19	1.0%
Charlestown	48	1.9%	36	1.4%	36	1.4%
East Greenwich	88	1.9%	67	1.4%	62	1.3%
North Smithfield	57	1.8%	30	1.0%	20	0.6%
RISP - Wickford	284	1.7%	177	1.1%	164	1.0%
Glocester	66	1.7%	32	0.8%	32	0.8%
North Providence	86	1.6%	39	0.7%	30	0.6%
Bristol	81	1.5%	34	0.6%	28	0.5%
RISP - HQ	17	1.1%	6	0.4%	5	0.3%
West Greenwich	15	1.1%	10	0.7%	10	0.7%
Barrington	70	0.9%	51	0.7%	44	0.6%
Foster	6	0.3%	0	0.0%	0	0.0%

Table 2.8a and 2.8b provide information about the proportion of searches, which result in contraband being found. The data collection allows officers to choose whether or not a search resulted in nothing being found or whether weapons, money, drugs or drug paraphernalia, alcohol or other contraband were found. The “hit rate,” as it is often referred to, represents the proportion of searches or frisks that result in one or more types of contraband being found. Analysis of hit rates allows departments to assess the productivity of their search practices.

These hit rates are examined for all agencies across the three search categories described earlier. On average, 35.6% of all searches resulted in contraband being found, 49.5% of discretionary searches (excluding incident to arrest searches) resulted in contraband being found, and 55.4% of extra discretionary searches (excluding both incident to arrest and inventory searches) resulted in contraband being found. As will be described later in this report, since 2004 the number of searches has declined while the productivity of those searches conducted has increased in most Rhode Island communities. This can be viewed as a very positive trend.

Not surprisingly, the productivity of search practices varied greatly across communities in Rhode Island. Productivity for all searches ranged from 76.0% to 13.0%. Interestingly, the patterns of productivity are not consistent. Some agencies that conducted a large number of searches were very productive, while other agencies for which searching is more common were less productive. There were also agencies that rarely searched motorists and were highly productive and other agencies that rarely search motorists that were much less productive. In eight Rhode Island jurisdictions, more than half of all searches resulted in contraband being found (Table 2.8b) with officers from the University of Rhode Island, troopers from the Hope Valley barracks of the State Police, and Westerly most likely to find contraband in their searches. On the other hand, some communities have officers who are far less likely to find contraband when they search a driver or vehicle. In Central Falls, North Smithfield, and Johnston 15% or less of all of their searches found contraband.

However, these figures must be reviewed in context since discretionary and extra discretionary searches present a different outcome. For example, Johnston officers conduct a large number of inventory/tow or incident to arrest searches. Of the 231 total searches in

Johnston, only 28 were extra discretionary searches and in these searches officers found contraband 53.6% of the time. Variation in productivity indicates that despite important questions about racial disparities in search practices, there is still much to be learned about the general effectiveness of search strategies utilized by agencies across Rhode Island.

Table 2.8a Proportion of Searches Resulting in Contraband Found (Sorted by Agency)

Agency	Searches			Discretionary Searches			Extra Discretionary Searches		
	Total Searches	% Yes Contraband Found	% No Contraband Found	Total Searches	% Yes Contraband Found	% No Contraband Found	Total Searches	% Yes Contraband Found	% No Contraband Found
Average	227	35.6%	64.4%	117	49.5%	50.5%	97	55.4%	44.6%
Statewide	9,769	35.3%	64.7%	5031	48.8%	51.2%	4176	55.7%	44.3%
Barrington	70	55.7%	44.3%	51	66.7%	33.3%	44	70.5%	29.5%
Bristol	81	40.7%	59.3%	34	67.6%	32.4%	28	78.6%	21.4%
Burrillville	101	47.5%	52.5%	24	70.8%	29.2%	19	78.9%	21.1%
Central Falls	327	15.0%	85.0%	66	22.7%	77.3%	41	34.1%	65.9%
Charlestown	48	52.1%	47.9%	36	63.9%	36.1%	36	63.9%	36.1%
Coventry	183	26.8%	73.2%	71	46.5%	53.5%	55	52.7%	47.3%
Cranston	364	38.5%	61.5%	232	49.1%	50.9%	215	52.1%	47.9%
Cumberland	324	16.4%	83.6%	171	11.1%	88.9%	25	40.0%	60.0%
East Greenwich	88	34.1%	65.9%	67	43.3%	56.7%	62	46.8%	53.2%
East Providence	514	38.3%	61.7%	291	53.3%	46.7%	241	62.7%	37.3%
Foster	6	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%
Glocester	66	39.4%	60.6%	32	59.4%	40.6%	32	59.4%	40.6%
Hopkinton	153	39.9%	60.1%	95	53.7%	46.3%	80	60.0%	40.0%
Jamestown	69	36.2%	63.8%	20	65.0%	35.0%	19	68.4%	31.6%
Johnston	231	13.0%	87.0%	55	32.7%	67.3%	28	53.6%	46.4%
Lincoln	135	32.6%	67.4%	86	34.9%	65.1%	72	41.7%	58.3%
Little Compton	39	48.7%	51.3%	20	65.0%	35.0%	19	63.2%	36.8%
Middletown	205	37.1%	62.9%	120	47.5%	52.5%	102	52.9%	47.1%
Narragansett	284	19.0%	81.0%	133	27.8%	72.2%	79	34.2%	65.8%
Newport	151	26.5%	73.5%	77	33.8%	66.2%	67	38.8%	61.2%
North Kingstown	224	33.9%	66.1%	108	47.2%	52.8%	92	54.3%	45.7%
North Providence	86	15.1%	84.9%	39	17.9%	82.1%	30	20.0%	80.0%
North Smithfield	57	14.0%	86.0%	30	23.3%	76.7%	20	20.0%	80.0%
Pawtucket	759	29.6%	70.4%	135	57.0%	43.0%	116	62.9%	37.1%
Portsmouth	372	27.7%	72.3%	116	49.1%	50.9%	98	58.2%	41.8%
Providence	805	24.5%	75.5%	533	28.5%	71.5%	513	28.3%	71.7%
Richmond	87	50.6%	49.4%	21	57.1%	42.9%	21	57.1%	42.9%
RISP - All	1,796	49.4%	50.6%	1226	61.0%	39.0%	1097	65.8%	34.2%
RISP - Chepachet	254	26.0%	74.0%	114	43.0%	57.0%	73	60.3%	39.7%
RISP - Hope Valley	493	60.2%	39.8%	395	64.1%	35.9%	369	66.1%	33.9%
RISP - HQ	17	41.2%	58.8%	6	50.0%	50.0%	5	60.0%	40.0%

Agency	Searches		Discretionary Searches			Extra Discretionary Searches			
	Total Searches	% Yes Contraband Found	% No Contraband Found	Total Searches	% Yes Contraband Found	% No Contraband Found	Total Searches	% Yes Contraband Found	% No Contraband Found
RISP - Lincoln	748	52.7%	47.3%	534	62.5%	37.5%	486	66.5%	33.5%
RISP - Wickford	284	43.3%	56.7%	177	61.6%	38.4%	164	65.9%	34.1%
Scituate	86	20.9%	79.1%	20	35.0%	65.0%	15	40.0%	60.0%
Smithfield	159	34.6%	65.4%	71	59.2%	40.8%	71	59.2%	40.8%
South Kingstown	268	51.9%	48.1%	150	74.7%	25.3%	149	74.5%	25.5%
Tiverton	36	38.9%	61.1%	24	50.0%	50.0%	19	63.2%	36.8%
Univ. of Rhode Island	25	76.0%	24.0%	22	81.8%	18.2%	21	81.0%	19.0%
Warren	114	26.3%	73.7%	45	46.7%	53.3%	35	57.1%	42.9%
Warwick	672	32.9%	67.1%	371	41.0%	59.0%	196	60.7%	39.3%
West Greenwich	15	40.0%	60.0%	10	50.0%	50.0%	10	50.0%	50.0%
West Warwick	188	44.1%	55.9%	104	54.8%	45.2%	99	57.6%	42.4%
Westerly	319	56.4%	43.6%	230	66.1%	33.9%	230	66.1%	33.9%
Woonsocket	262	33.6%	66.4%	95	43.2%	56.8%	80	47.5%	52.5%

Table 2.8b Proportion of Searches Resulting in Contraband Found (Sorted by % Hits in All Searches)

Agency	Searches			Discretionary Searches			Extra Discretionary Searches		
	Total Searches	% Yes Contraband Found	% No Contraband Found	Total Searches	% Yes Contraband Found	% No Contraband Found	Total Searches	% Yes Contraband Found	% No Contraband Found
Average	227	35.6%	64.4%	117	49.5%	50.5%	97	55.4%	44.6%
Statewide	9,769	35.3%	64.7%	5,031	48.8%	51.2%	4,176	55.7%	44.3%
Univ. of Rhode Island	25	76.0%	24.0%	22	81.8%	18.2%	21	81.0%	19.0%
RISP - Hope Valley	493	60.2%	39.8%	395	64.1%	35.9%	369	66.1%	33.9%
Westerly	319	56.4%	43.6%	230	66.1%	33.9%	230	66.1%	33.9%
Barrington	70	55.7%	44.3%	51	66.7%	33.3%	44	70.5%	29.5%
RISP - Lincoln	748	52.7%	47.3%	534	62.5%	37.5%	486	66.5%	33.5%
Charlestown	48	52.1%	47.9%	36	63.9%	36.1%	36	63.9%	36.1%
South Kingstown	268	51.9%	48.1%	150	74.7%	25.3%	149	74.5%	25.5%
Richmond	87	50.6%	49.4%	21	57.1%	42.9%	21	57.1%	42.9%
RISP - All	1,796	49.4%	50.6%	1,226	61.0%	39.0%	1,097	65.8%	34.2%
Little Compton	39	48.7%	51.3%	20	65.0%	35.0%	19	63.2%	36.8%
Burrillville	101	47.5%	52.5%	24	70.8%	29.2%	19	78.9%	21.1%
West Warwick	188	44.1%	55.9%	104	54.8%	45.2%	99	57.6%	42.4%
RISP - Wickford	284	43.3%	56.7%	177	61.6%	38.4%	164	65.9%	34.1%
RISP - HQ	17	41.2%	58.8%	6	50.0%	50.0%	5	60.0%	40.0%
Bristol	81	40.7%	59.3%	34	67.6%	32.4%	28	78.6%	21.4%
West Greenwich	15	40.0%	60.0%	10	50.0%	50.0%	10	50.0%	50.0%
Hopkinton	153	39.9%	60.1%	95	53.7%	46.3%	80	60.0%	40.0%
Glocester	66	39.4%	60.6%	32	59.4%	40.6%	32	59.4%	40.6%
Tiverton	36	38.9%	61.1%	24	50.0%	50.0%	19	63.2%	36.8%
Cranston	364	38.5%	61.5%	232	49.1%	50.9%	215	52.1%	47.9%
East Providence	514	38.3%	61.7%	291	53.3%	46.7%	241	62.7%	37.3%
Middletown	205	37.1%	62.9%	120	47.5%	52.5%	102	52.9%	47.1%
Jamestown	69	36.2%	63.8%	20	65.0%	35.0%	19	68.4%	31.6%
Smithfield	159	34.6%	65.4%	71	59.2%	40.8%	71	59.2%	40.8%
East Greenwich	88	34.1%	65.9%	67	43.3%	56.7%	62	46.8%	53.2%
North Kingstown	224	33.9%	66.1%	108	47.2%	52.8%	92	54.3%	45.7%
Woonsocket	262	33.6%	66.4%	95	43.2%	56.8%	80	47.5%	52.5%
Warwick	672	32.9%	67.1%	371	41.0%	59.0%	196	60.7%	39.3%
Lincoln	135	32.6%	67.4%	86	34.9%	65.1%	72	41.7%	58.3%
Pawtucket	759	29.6%	70.4%	135	57.0%	43.0%	116	62.9%	37.1%
Portsmouth	372	27.7%	72.3%	116	49.1%	50.9%	98	58.2%	41.8%
Coventry	183	26.8%	73.2%	71	46.5%	53.5%	55	52.7%	47.3%
Newport	151	26.5%	73.5%	77	33.8%	66.2%	67	38.8%	61.2%
Warren	114	26.3%	73.7%	45	46.7%	53.3%	35	57.1%	42.9%
RISP - Chepachet	254	26.0%	74.0%	114	43.0%	57.0%	73	60.3%	39.7%

Agency	Searches		Discretionary Searches			Extra Discretionary Searches			
	Total Searches	% Yes Contraband Found	% No Contraband Found	Total Searches	% Yes Contraband Found	% No Contraband Found	Total Searches	% Yes Contraband Found	% No Contraband Found
Providence	805	24.5%	75.5%	533	28.5%	71.5%	513	28.3%	71.7%
Scituate	86	20.9%	79.1%	20	35.0%	65.0%	15	40.0%	60.0%
Narragansett	284	19.0%	81.0%	133	27.8%	72.2%	79	34.2%	65.8%
Cumberland	324	16.4%	83.6%	171	11.1%	88.9%	25	40.0%	60.0%
North Providence	86	15.1%	84.9%	39	17.9%	82.1%	30	20.0%	80.0%
Central Falls	327	15.0%	85.0%	66	22.7%	77.3%	41	34.1%	65.9%
North Smithfield	57	14.0%	86.0%	30	23.3%	76.7%	20	20.0%	80.0%
Johnston	231	13.0%	87.0%	55	32.7%	67.3%	28	53.6%	46.4%

Section III

Framework for Analysis

DETERMINING THE BENCHMARK

To determine if racial disparities exist in traffic enforcement, it is necessary to first develop a benchmark against which the demographics of traffic stops will be compared. This process is described in detail in the initial report. As explained in that report, we begin with a comparison of all stops for each jurisdiction compared to an estimate of the driving population called the Driving Population Estimate (DPE) we will then compare stops of residents to estimates of the population of each community.

It is important to note that all population estimates face challenges in achieving accurate population coverage due to the heterogeneity and mobility of the current population as well as inevitable undercounting in the decennial census.⁷ As a result, these estimates are not exact counts so they recurrently undercount certain population groups such as racial/ethnic minorities, undocumented immigrants, and homeless persons. Even though they are flawed, they represent the best estimates that we have of the population in our communities.

The analysis will examine whether racial disparities exist in communities across Rhode Island. It is important to remember that the existence of disparities may be attributable to officer bias, institutional bias, or differential law enforcement action in particular neighborhoods in response to crime control problems. How much disparity is acceptable to a community is fundamentally a question that should be addressed by the local police, community stakeholders and policy makers in each jurisdiction. The goal in this report is to identify jurisdictions with disparities and provide some information that can help stakeholders in such communities identify the potential sources and explanations for disparities.

⁷ For more information, see Williams, Jennifer D. 2012. The 2010 Decennial Census: Background and Issues. Prepared for Members and Committees of Congress. Available at: <http://fas.org/sgp/crs/misc/R40551.pdf>

As was done in prior research, staff from IRJ recalculated a driving population estimate (DPE) for each city and town in Rhode Island. The details of this estimate can be found in Appendix A. For many jurisdictions, the racial demographics of the DPE were quite different than the racial demographics of the resident population according to the 2010 United States Census Population figures for 18 and over.⁸ The results of the DPE calculations and their comparisons to census population figures can be seen in Table 3.1a and 3.1b below. Providence received the largest adjustment in the state changing the estimate of the driving population from 55.9% to 39.9%. The reason for this is that the DPE adjusts the residential population to account for likely drivers by including drivers from nearby communities and most of the communities around Providence have a greater proportion of white residents than Providence.

⁸ 2010 census population figures were used in 2013 report since the United States Census Bureau does not release annual race specific estimates for all Rhode Island communities.

Table 3.1a. Comparison of Census Population to DPE (Sorted by Agency)

Agency	2010 18 and Over Census Population			DPE Population		Population Adjustment
	Total Number of Residents	% White	% Non-White	% White	% Non-White	
Barrington	11,713	94.8%	5.2%	85.5%	14.5%	9.3%
Bristol	19,331	95.7%	4.3%	92.3%	7.7%	3.3%
Burrillville	12,379	97.3%	2.7%	95.6%	4.4%	1.7%
Central Falls	13,732	30.7%	69.3%	35.2%	64.8%	-4.5%
Charlestown	6,321	95.2%	4.8%	95.0%	5.0%	0.2%
Coventry	27,244	96.5%	3.5%	95.0%	5.0%	1.5%
Cranston	63,973	80.1%	19.9%	78.6%	21.4%	1.5%
Cumberland	25,971	91.7%	8.3%	89.4%	10.6%	2.3%
East Greenwich	9,710	93.4%	6.6%	90.6%	9.4%	2.9%
East Providence	37,860	84.6%	15.4%	81.3%	18.7%	3.3%
Foster	3,620	96.8%	3.2%	95.3%	4.7%	1.5%
Glocester	7,648	97.7%	2.3%	96.1%	3.9%	1.6%
Hopkinton	6,343	95.5%	4.5%	94.5%	5.5%	1.0%
Jamestown	4,362	96.3%	3.7%	95.6%	4.4%	0.8%
Johnston	23,289	91.1%	8.9%	88.1%	11.9%	3.0%
Lincoln	16,354	91.6%	8.4%	88.6%	11.4%	3.0%
Little Compton	2,838	98.1%	1.9%	97.2%	2.8%	0.9%
Middletown	12,498	87.1%	12.9%	87.6%	12.4%	-0.5%
Narragansett	13,599	95.6%	4.4%	95.1%	4.9%	0.5%
Newport	20,589	82.3%	17.7%	85.5%	14.5%	-3.1%
North Kingstown	20,164	94.5%	5.5%	89.7%	10.3%	4.8%
North Providence	26,564	85.7%	14.3%	83.8%	16.2%	1.9%
North Smithfield	9,511	96.1%	3.9%	94.5%	5.5%	1.6%
Pawtucket	54,573	62.0%	38.0%	65.5%	34.5%	-3.5%
Portsmouth	13,393	94.4%	5.6%	92.1%	7.9%	2.3%
Providence	136,408	44.1%	55.9%	60.1%	39.9%	-16.0%
Richmond	5,859	96.0%	4.0%	95.3%	4.7%	0.7%
Scituate	8,057	97.6%	2.4%	95.9%	4.1%	1.7%
Smithfield	17,805	94.7%	5.3%	92.2%	7.8%	2.5%
South Kingstown	25,223	89.9%	10.1%	90.0%	10.0%	-0.2%
Tiverton	12,782	96.7%	3.3%	95.1%	4.9%	1.6%
Warren	8,671	96.0%	4.0%	94.5%	5.5%	1.5%
Warwick	66,847	92.3%	7.7%	86.1%	13.9%	6.2%
West Greenwich	4,658	95.4%	4.6%	95.4%	4.6%	0.0%
West Warwick	23,445	90.8%	9.2%	88.5%	11.5%	2.3%
Westerly	18,000	93.1%	6.9%	92.0%	8.0%	1.1%
Woonsocket	31,298	77.4%	22.6%	78.4%	21.6%	-1.0%

Table 3.1b. Comparison of Census Population to DPE (Sorted by Disparity)

Agency	2010 18 and Over Census Population			DPE Population		Population Adjustment
	Total Number of Residents	% White	% Non-White	% White	% Non-White	
Barrington	11,713	94.8%	5.2%	85.5%	14.5%	9.3%
Warwick	66,847	92.3%	7.7%	86.1%	13.9%	6.2%
North Kingstown	20,164	94.5%	5.5%	89.7%	10.3%	4.8%
Bristol	19,331	95.7%	4.3%	92.3%	7.7%	3.3%
East Providence	37,860	84.6%	15.4%	81.3%	18.7%	3.3%
Lincoln	16,354	91.6%	8.4%	88.6%	11.4%	3.0%
Johnston	23,289	91.1%	8.9%	88.1%	11.9%	3.0%
East Greenwich	9,710	93.4%	6.6%	90.6%	9.4%	2.9%
Smithfield	17,805	94.7%	5.3%	92.2%	7.8%	2.5%
Cumberland	25,971	91.7%	8.3%	89.4%	10.6%	2.3%
Portsmouth	13,393	94.4%	5.6%	92.1%	7.9%	2.3%
West Warwick	23,445	90.8%	9.2%	88.5%	11.5%	2.3%
North Providence	26,564	85.7%	14.3%	83.8%	16.2%	1.9%
Burrillville	12,379	97.3%	2.7%	95.6%	4.4%	1.7%
Scituate	8,057	97.6%	2.4%	95.9%	4.1%	1.7%
Glocester	7,648	97.7%	2.3%	96.1%	3.9%	1.6%
North Smithfield	9,511	96.1%	3.9%	94.5%	5.5%	1.6%
Tiverton	12,782	96.7%	3.3%	95.1%	4.9%	1.6%
Foster	3,620	96.8%	3.2%	95.3%	4.7%	1.5%
Coventry	27,244	96.5%	3.5%	95.0%	5.0%	1.5%
Cranston	63,973	80.1%	19.9%	78.6%	21.4%	1.5%
Warren	8,671	96.0%	4.0%	94.5%	5.5%	1.5%
Westerly	18,000	93.1%	6.9%	92.0%	8.0%	1.1%
Hopkinton	6,343	95.5%	4.5%	94.5%	5.5%	1.0%
Little Compton	2,838	98.1%	1.9%	97.2%	2.8%	0.9%
Jamestown	4,362	96.3%	3.7%	95.6%	4.4%	0.8%
Richmond	5,859	96.0%	4.0%	95.3%	4.7%	0.7%
Narragansett	13,599	95.6%	4.4%	95.1%	4.9%	0.5%
Charlestown	6,321	95.2%	4.8%	95.0%	5.0%	0.2%
West Greenwich	4,658	95.4%	4.6%	95.4%	4.6%	0.0%
South Kingstown	25,223	89.9%	10.1%	90.0%	10.0%	-0.2%
Middletown	12,498	87.1%	12.9%	87.6%	12.4%	-0.5%
Woonsocket	31,298	77.4%	22.6%	78.4%	21.6%	-1.0%
Newport	20,589	82.3%	17.7%	85.5%	14.5%	-3.1%
Pawtucket	54,573	62.0%	38.0%	65.5%	34.5%	-3.5%
Central Falls	13,732	30.7%	69.3%	35.2%	64.8%	-4.5%
Providence	136,408	44.1%	55.9%	60.1%	39.9%	-16.0%

DISPARITY BY DRIVING POPULATION ESTIMATES (DPE)

Table 3.2a and 3.2b present the results of the comparison of the racial and ethnic composition of the stops conducted by each Rhode Island police agency and the estimated driving population of that jurisdiction. As noted above the Driving Population Estimate or DPE is an adjusted estimate of the racial and ethnic characteristics of the driving population of that community. While no estimate of the driving population is completely accurate, each estimate of racial and ethnic disparity is one look at traffic enforcement practices of a jurisdictions law enforcement practices.

In Table 3.2b, we see that there is a wide range of disparities across Rhode Island communities raging from a disparity of 24.1% in Providence to a -6.7% in Barrington. The way to understand these figures is by understanding the actual value and comparing it to the predicted value. For example, the Providence figures indicate that Providence police officers stopped 24.1% more non-white drivers than would have been predicted given the DPE. On the other hand, the -6.7% disparity in Barrington indicates that 6.7% more white drivers were stopped than would have been predicted given the DPE estimate for Barrington. It should be noted that the Rhode Island State Police and the University of Rhode Island were not included in this analysis since we do not have an estimate of the driving population for the entire state.

Overall, when compared to the DPE, 29 of the 37 Rhode Island communities in this analysis had a disparity where more non-whites were being stopped than whites, although in many of these communities the disparities were very small. In eight communities, the disparity was negative meaning that in those eight communities whites were being stopped more than the DPE numbers would have predicted.

In this analysis, six communities have disparities of more than 10%. In all communities with a disparity but particularly in those communities with the largest disparities (Providence, North Smithfield, Cranston, North Providence, Lincoln, and Johnston), it would be suggested that the local police agencies review the nature of the disparity and see if this is an area of concern.

Table 3.2a. Racial Differences between DPE and Traffic Stops (Sorted Alphabetically)

Agency	Number of Stops	% Non-White Stops	% Non-White DPE	Absolute Difference	Ratio
Barrington	7,634	7.8%	14.5%	-6.7%	0.54
Bristol	5,439	7.5%	7.7%	-0.2%	0.97
Burrillville	2,628	4.6%	4.4%	0.2%	1.05
Central Falls	3,793	62.5%	64.8%	-2.3%	0.96
Charlestown	2,518	7.6%	5.0%	2.6%	1.52
Coventry	7,520	4.8%	5.0%	-0.2%	0.96
Cranston	12,875	38.6%	21.4%	17.1%	1.80
Cumberland	5,314	16.9%	10.6%	6.3%	1.60
East Greenwich	4,738	9.9%	9.4%	0.4%	1.05
East Providence	12,612	19.9%	18.7%	1.2%	1.06
Foster	2323	12.7%	4.7%	8.0%	2.67
Glocester	3,897	7.1%	3.9%	3.1%	1.80
Hopkinton	5,217	11.4%	5.5%	5.9%	2.08
Jamestown	3,286	8.0%	4.4%	3.6%	1.82
Johnston	8,374	24.9%	11.9%	12.9%	2.08
Lincoln	2,197	24.9%	11.4%	13.6%	2.19
Little Compton	1,967	4.5%	2.8%	1.7%	1.62
Middletown	8,008	18.1%	12.4%	5.6%	1.45
Narragansett	5,151	7.5%	4.9%	2.7%	1.55
Newport	6,266	17.5%	14.5%	3.0%	1.21
North Kingstown	8,819	10.1%	10.3%	-0.2%	0.99
North Providence	5,305	32.0%	16.2%	15.8%	1.97
North Smithfield	3,120	27.1%	5.5%	21.7%	4.96
Pawtucket	17,779	42.8%	34.5%	8.3%	1.24
Portsmouth	9,347	10.1%	7.9%	2.2%	1.28
Providence	18,026	64.0%	39.9%	24.1%	1.61
Richmond	1,418	6.6%	4.7%	2.0%	1.42
Scituate	2,376	7.4%	4.1%	3.3%	1.81
Smithfield	6,848	11.2%	7.8%	3.4%	1.44
South Kingstown	9,233	11.4%	10.0%	1.5%	1.15
Tiverton	942	6.2%	4.9%	1.3%	1.26
Warren	2,308	10.0%	5.5%	4.5%	1.82
Warwick	20,707	13.8%	13.9%	-0.1%	1.00
West Greenwich	1,376	5.2%	8.0%	-2.8%	0.65
West Warwick	8,954	10.6%	4.6%	6.0%	2.30
Westerly	5,304	8.9%	11.5%	-2.6%	0.78
Woonsocket	4,863	27.5%	21.6%	5.9%	1.27

Table 3.2b Racial Differences between DPE and Traffic Stops (Sorted by Disparity)

Agency	Number of Stops	% Non-White Stops	% Non-White DPE	Absolute Difference	Ratio
Providence	18,026	64.0%	39.9%	24.1%	1.61
North Smithfield	3,120	27.1%	5.5%	21.7%	4.96
Cranston	12,875	38.6%	21.4%	17.1%	1.80
North Providence	5,305	32.0%	16.2%	15.8%	1.97
Lincoln	2,197	24.9%	11.4%	13.6%	2.19
Johnston	8,374	24.9%	11.9%	12.9%	2.08
Pawtucket	17,779	42.8%	34.5%	8.3%	1.24
Foster	2323	12.7%	4.7%	8.0%	2.67
Cumberland	5,314	16.9%	10.6%	6.3%	1.60
West Warwick	8,954	10.6%	4.6%	6.0%	2.30
Hopkinton	5,217	11.4%	5.5%	5.9%	2.08
Woonsocket	4,863	27.5%	21.6%	5.9%	1.27
Middletown	8,008	18.1%	12.4%	5.6%	1.45
Warren	2,308	10.0%	5.5%	4.5%	1.82
Jamestown	3,286	8.0%	4.4%	3.6%	1.82
Smithfield	6,848	11.2%	7.8%	3.4%	1.44
Scituate	2,376	7.4%	4.1%	3.3%	1.81
Glocester	3,897	7.1%	3.9%	3.1%	1.80
Newport	6,266	17.5%	14.5%	3.0%	1.21
Narragansett	5,151	7.5%	4.9%	2.7%	1.55
Charlestown	2,518	7.6%	5.0%	2.6%	1.52
Portsmouth	9,347	10.1%	7.9%	2.2%	1.28
Richmond	1,418	6.6%	4.7%	2.0%	1.42
Little Compton	1,967	4.5%	2.8%	1.7%	1.62
South Kingstown	9,233	11.4%	10.0%	1.5%	1.15
Tiverton	942	6.2%	4.9%	1.3%	1.26
East Providence	12,612	19.9%	18.7%	1.2%	1.06
East Greenwich	4,738	9.9%	9.4%	0.4%	1.05
Burrillville	2,628	4.6%	4.4%	0.2%	1.05
Warwick	20,707	13.8%	13.9%	-0.1%	1.00
North Kingstown	8,819	10.1%	10.3%	-0.2%	0.99
Coventry	7,520	4.8%	5.0%	-0.2%	0.96
Bristol	5,439	7.5%	7.7%	-0.2%	0.97
Central Falls	3,793	62.5%	64.8%	-2.3%	0.96
Westerly	5,304	8.9%	11.5%	-2.6%	0.78
West Greenwich	1,376	5.2%	8.0%	-2.8%	0.65
Barrington	7,634	7.8%	14.5%	-6.7%	0.54

COMPARISON OF FINDINGS FROM 2004-2005 TRAFFIC STOPS WITH 2013-2014 TRAFFIC STOPS

Over the past decade many law enforcement officials and community members have worked diligently to understand and attempt to reduce the racial disparities in traffic stop enforcement that were identified in the original study. There are numerous reasons why disparities between stops and estimates of driving demographics may change between the two studies including both residential and driving population changes, operational adjustments, improvements in training, and changing personnel. Ultimately, changes in the level of disparity between the two studies should not be interpreted as a definitive test of any of these efforts. Rather these results provide more information upon which agencies and their communities can continue a conversation.

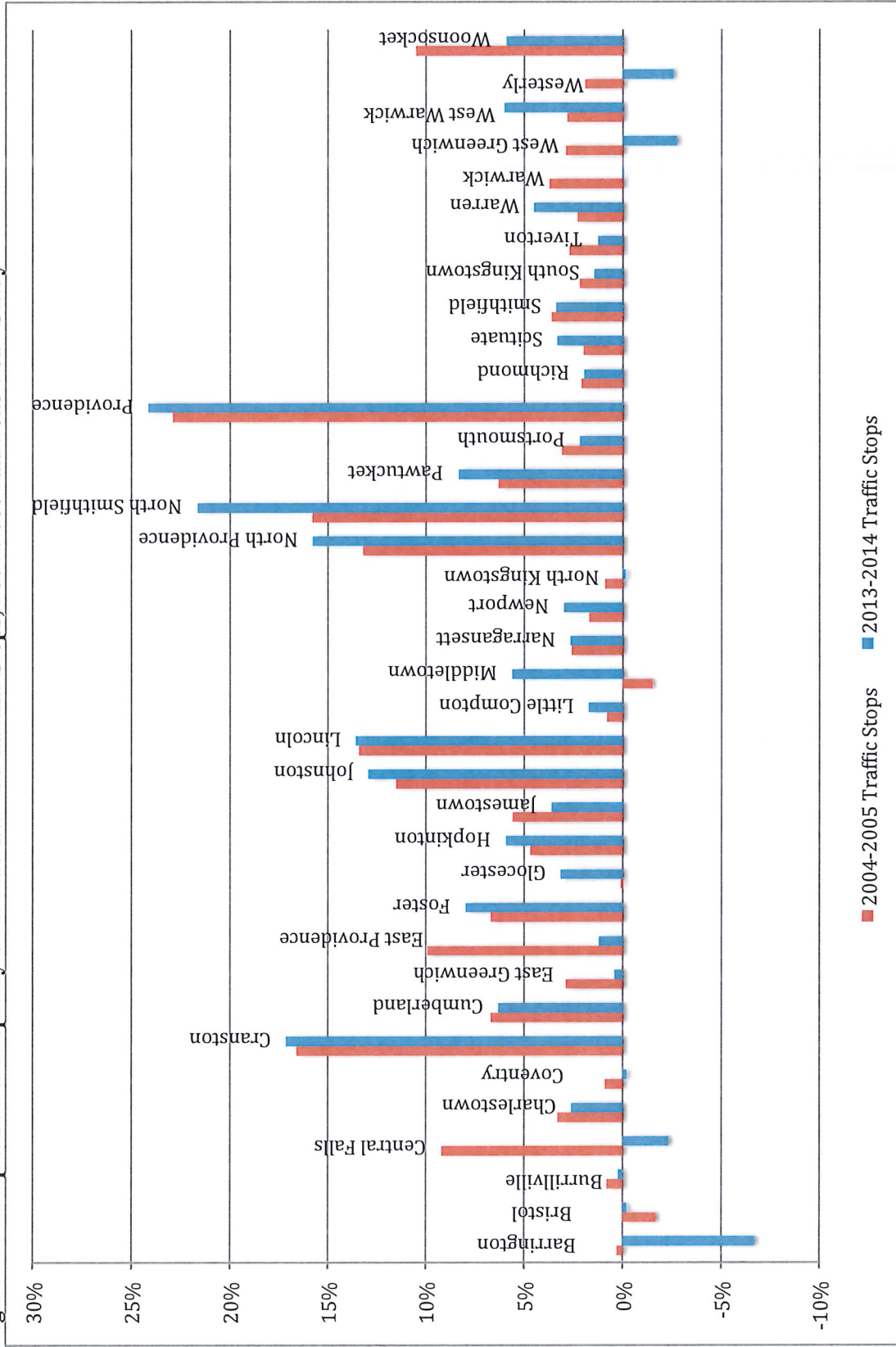
Understanding the need to interpret these results cautiously, Table 3.3 compares the levels of disparity between the driving population estimate and stops found in the original statewide study with the levels of disparity observed in the present study. In 20 communities, the absolute differences in non-white stops compared to the driving population estimate were reduced while in 16 communities the disparities increased (Figure 3.1). In many of these communities the change was very small (often less than 1%), but in four communities (Glocester, Middletown, North Providence, and North Smithfield) the level of disparity increased substantially and thus might be an area of further analysis. On a positive note, in the communities of Barrington, Central Falls, and East Providence, the disparities in drivers stopped compared to the DPE were reduced substantially. It may be that lessons can be learned from actions taken in those communities.

Table 3.3 Comparison of Disparity between DPE and Traffic Stops, 2004-2005 and 2013-2014 Study

Agency	2000 DPE		2004-2005 Traffic Stops		2010 DPE		2013-2014 Traffic Stops		2004-2005 Study Absolute Disparity		2013-2014 Study Absolute Disparity	
	% Non-White	Total No. of Stops	% White	% Non-White	% Non-White	% White	Total No. of Stops	% White	% Non-White	2004-2005 Study Absolute Disparity	2013-2014 Study Absolute Disparity	
Barrington	5.2%	2,760	94.5%	5.5%	14.5%	92.2%	7,634	92.2%	7.8%	0.3%	-6.7%	
Bristol	6.0%	6,481	95.7%	4.3%	7.7%	92.5%	5,439	92.5%	7.5%	-1.7%	-0.2%	
Burrillville	2.8%	2,638	96.4%	3.6%	4.4%	95.4%	2,628	95.4%	4.6%	0.8%	0.2%	
Central Falls	51.4%	4,451	39.4%	60.6%	64.8%	37.5%	3,793	37.5%	62.5%	9.2%	-2.3%	
Charlestown	3.7%	2,488	93.0%	7.0%	5.0%	92.4%	2,518	92.4%	7.6%	3.3%	2.6%	
Coventry	3.6%	6,645	95.5%	4.5%	5.0%	95.2%	7,520	95.2%	4.8%	0.9%	-0.2%	
Cranston	14.0%	9,859	69.4%	30.6%	21.4%	61.4%	12,875	61.4%	38.6%	16.6%	17.1%	
Cumberland	5.9%	6,335	87.4%	12.6%	10.6%	83.1%	5,314	83.1%	16.9%	6.7%	6.3%	
East Greenwich	6.3%	3,601	90.8%	9.2%	9.4%	90.1%	4,738	90.1%	9.9%	2.9%	0.4%	
East Providence	14.9%	15,417	75.2%	24.8%	18.7%	80.1%	12,612	80.1%	19.9%	9.9%	1.2%	
Foster	3.8%	1,023	89.5%	10.5%	4.7%	87.3%	2323	87.3%	12.7%	6.7%	8.0%	
Glocester	2.6%	3,442	97.3%	2.7%	3.9%	92.9%	3,897	92.9%	7.1%	0.1%	3.1%	
Hopkinton	3.7%	3,378	91.6%	8.4%	5.5%	88.6%	5,217	88.6%	11.4%	4.7%	5.9%	
Jamestown	3.1%	1,294	91.3%	8.7%	4.4%	92.0%	3,286	92.0%	8.0%	5.6%	3.6%	
Johnston	6.4%	9,686	82.1%	17.9%	11.9%	75.1%	8,374	75.1%	24.9%	11.5%	12.9%	
Lincoln	7.0%	2,260	79.6%	20.4%	11.4%	75.1%	2,197	75.1%	24.9%	13.4%	13.6%	
Little Compton	2.3%	1,845	96.9%	3.1%	2.8%	95.5%	1,967	95.5%	4.5%	0.8%	1.7%	
Middletown	10.1%	6,323	91.4%	8.6%	12.4%	81.9%	8,008	81.9%	18.1%	-1.5%	5.6%	
Narragansett	4.3%	4,868	93.1%	6.9%	4.9%	92.5%	5,151	92.5%	7.5%	2.6%	2.7%	
Newport	12.0%	8,211	86.3%	13.7%	14.5%	82.5%	6,266	82.5%	17.5%	1.7%	3.0%	
North Kingstown	7.7%	9,260	91.4%	8.6%	10.3%	89.9%	8,819	89.9%	10.1%	0.9%	-0.2%	
North Providence	10.8%	6,876	76.0%	24.0%	16.2%	68.0%	5,305	68.0%	32.0%	13.2%	15.8%	
North Smithfield	6.6%	3,080	77.6%	22.4%	5.5%	72.9%	3,120	72.9%	27.1%	15.8%	21.7%	
Pawtucket	24.4%	15,626	69.3%	30.7%	34.5%	57.2%	17,779	57.2%	42.8%	6.3%	8.3%	
Portsmouth	6.2%	6,400	90.7%	9.3%	7.9%	89.9%	9,347	89.9%	10.1%	3.1%	2.2%	
Providence	32.2%	14,636	44.9%	55.1%	39.9%	36.0%	18,026	36.0%	64.0%	22.9%	24.1%	

Agency	2000 DPE		2004-2005 Traffic Stops			2010 DPE		2013-2014 Traffic Stops			2004-2005 Study Absolute Disparity	2013-2014 Study Absolute Disparity
	% Non-White	Total No. of Stops	% White	% Non-White	% Non-White	% Non-White	Total No. of Stops	% White	% Non-White	Total No. of Stops	% White	% Non-White
Richmond	4.0%	1,636	93.9%	6.1%	4.7%	1,418	93.4%	6.6%	1,418	93.4%	6.6%	2.1%
Scituate	3.1%	2,224	94.9%	5.1%	4.1%	2,376	92.6%	7.4%	2,376	92.6%	7.4%	2.0%
Smithfield	5.2%	6,826	91.2%	8.8%	7.8%	6,848	88.8%	11.2%	6,848	88.8%	11.2%	3.6%
South Kingstown	8.7%	15,964	89.1%	10.9%	10.0%	9,233	88.6%	11.4%	9,233	88.6%	11.4%	2.2%
Tiverton	3.2%	4,579	94.1%	5.9%	4.9%	942	93.8%	6.2%	942	93.8%	6.2%	2.7%
Warren	4.1%	4,739	93.6%	6.4%	5.5%	2,308	90.0%	10.0%	2,308	90.0%	10.0%	2.3%
Warwick	9.5%	16,415	86.8%	13.2%	13.9%	20,707	86.2%	13.8%	20,707	86.2%	13.8%	3.7%
West Greenwich	5.5%	2,621	91.6%	8.4%	8.0%	1,376	94.8%	5.2%	1,376	94.8%	5.2%	2.9%
West Warwick	3.4%	1,126	93.8%	6.2%	4.6%	8,954	89.4%	10.6%	8,954	89.4%	10.6%	2.8%
Westerly	7.9%	3,985	90.2%	9.8%	11.5%	5,304	91.1%	8.9%	5,304	91.1%	8.9%	1.9%
Woonsocket	14.6%	7,527	74.9%	25.1%	21.6%	4,863	72.5%	27.5%	4,863	72.5%	27.5%	10.5%

Figure 3.1 Comparison of Disparity between DPE and Traffic Stops, 2004-2005 and 2013-2014 Study



DISPARITIES IN STOPS OF RESIDENTS

Many individuals have questioned the accuracy of estimated driving population so for the next analysis we limited the stops to those stops of residents of a given community and compared that to the census data on the racial and ethnic characteristics of that community. For this analysis, we used the 2010 census data for each community and we limited the data to residents 18 years of age or older. We understand here also that the census does not accurately count all residents of a community, for example, undocumented individuals are under-counted, but it is the best estimate we have of the residential population of each community.

In Table 3.4, we simply present the demographics of persons stopped for each Rhode Island community. The data are broken out for each racial and ethnic group where data was collected in this study. Statewide, 76.2% of the stops were of white drivers, 10.1% of the stops were of black or African American Drivers, 0.1% of the stops were of Native American drivers, 2.0% of the stops were of Asian, Pacific Islander or East Indian drivers, and 11.6% of the stops across Rhode Island were of Hispanic or Latino drivers.

While those were averages across Rhode Island as indicated in Table 3.4 and as would be expected given the demographics of various Rhode Island communities, there is a wide range of stop demographics across Rhode Island communities. From Table 3.4, it can be seen that the Little Compton police stop a larger percentage of white drivers with 95.5% of their stops of white drivers. Similarly the Providence police made the most stops of black drivers accounting for 24.6% of all their stops. Stops of Native Americans are rare in Rhode Island but the police in Charlestown made the most stops of Native Americans with 0.9% of all their stops. The Cranston police, with 4.9% of all their stops, conducted the largest proportion of stops of Asian drivers. For Hispanic drivers, the police from Central Falls had the greatest proportion of their stops being of Hispanic drivers (49.5%).

Table 3.4 Traffic Stops by Race

Agency	White	Black	Native Americans	Asian/Pacific Islander/East Asian	Hispanic
Statewide	76.2%	10.1%	0.1%	2.0%	11.6%
Barrington	92.2%	3.0%	0.0%	2.0%	2.8%
Bristol	92.5%	3.1%	0.1%	1.9%	2.4%
Burrillville	95.4%	1.8%	0.0%	0.3%	2.5%
Central Falls	37.5%	12.5%	0.0%	0.4%	49.5%
Charlestown	92.4%	4.1%	0.9%	1.1%	1.5%
Coventry	95.2%	2.2%	0.0%	0.7%	1.8%
Cranston	61.4%	13.3%	0.1%	4.9%	20.3%
Cumberland	83.1%	5.3%	0.1%	1.3%	10.3%
East Greenwich	90.1%	3.6%	0.2%	2.1%	4.0%
East Providence	80.1%	12.6%	0.2%	1.6%	5.5%
Foster	87.3%	3.9%	0.1%	3.8%	4.9%
Glocester	92.9%	3.1%	0.2%	1.0%	2.8%
Hopkinton	88.6%	4.8%	0.6%	1.8%	4.2%
Jamestown	92.0%	3.1%	0.1%	1.8%	3.0%
Johnston	75.1%	8.4%	0.1%	1.7%	14.6%
Lincoln	75.1%	7.6%	0.0%	2.1%	15.2%
Little Compton	95.5%	1.1%	0.1%	0.7%	2.7%
Middletown	81.9%	10.7%	0.0%	1.3%	6.1%
Narragansett	92.5%	3.3%	0.1%	1.0%	3.2%
Newport	82.5%	9.7%	0.1%	1.9%	5.8%
North Kingstown	89.9%	4.7%	0.2%	1.7%	3.5%
North Providence	68.0%	14.9%	0.0%	0.9%	16.2%
North Smithfield	72.9%	8.8%	0.1%	3.5%	14.8%
Pawtucket	57.2%	17.6%	0.1%	1.0%	24.1%
Portsmouth	89.9%	5.6%	0.1%	1.5%	2.9%
Providence	36.0%	24.6%	0.3%	4.1%	35.1%
Richmond	93.4%	2.5%	0.6%	1.0%	2.5%
RISP - All	67.4%	15.1%	0.1%	2.6%	14.8%
RISP - Chepachet	66.2%	13.7%	0.1%	2.5%	17.6%
RISP - Hope Valley	69.2%	15.2%	0.2%	3.5%	12.0%
RISP - HQ	76.9%	8.2%	0.0%	1.7%	13.1%
RISP - Lincoln	58.8%	19.5%	0.1%	2.2%	19.4%
RISP - Wickford	74.0%	12.7%	0.1%	2.2%	11.0%
Scituate	92.6%	3.0%	0.0%	0.8%	3.6%
Smithfield	88.8%	4.5%	0.1%	1.4%	5.1%
South Kingstown	88.6%	6.9%	0.2%	1.8%	2.5%
Tiverton	93.8%	2.1%	0.0%	0.8%	3.2%
Univ. of Rhode Island	83.4%	7.0%	0.3%	4.4%	4.8%
Warren	90.0%	4.7%	0.0%	1.6%	3.7%
Warwick	86.2%	5.7%	0.1%	1.6%	6.4%
West Greenwich	94.8%	2.1%	0.1%	1.1%	2.0%
West Warwick	89.4%	4.6%	0.1%	1.1%	4.9%
Westerly	91.1%	3.9%	0.7%	1.8%	2.5%
Woonsocket	72.5%	7.9%	0.1%	3.9%	15.7%

In Table 3.5a and 3.5b, we present the disparities comparing the race and ethnicity of drivers stopped by the local police who are residents of that community to the census estimate of the community's residential population. Overall, we see that in this analysis, again, that in most police agencies in Rhode Island more non-whites are stopped than their residential census figures would have predicted. In 24 communities in Rhode Island, non-white residents were more likely to be stopped than census data would have suggested. In 4 of these communities where non-white residents were more likely to be stopped than their census data would have indicated, the disparity is close to or greater than 10%. In these communities (Providence, Pawtucket, Woonsocket, and Cranston), it would seem prudent that these police agencies look deeper into the disparity figures in the stops of residents to determine if a problem exists.

It should also be noted that in 13 communities, there were negative disparities meaning that more whites were being stopped than would have been expected by census estimates. While this is not an indication of racial profiling, it may be an indication of impartial policing. It could be that in these communities the local police are reacting to allegations of racial profiling by stopping more white residents. This would also be a concern and should result in additional review by those agencies since the goal of all policing activity is that it be fair and impartial.

Table 3.5a Racial Difference between Census Population and Resident Traffic Stops (Sorted by Agency)

Agency	2010 18 and Over Census Population		2013-2014 Traffic Stops of Residents		Absolute Disparity	Ratio
	Total No. of Residents	% Non-White	Total No. of Resident Stops	% Non-White Resident		
Barrington	11,713	5.2%	7,634	3.3%	-1.9%	0.63
Bristol	19,331	4.3%	5,439	4.3%	-0.1%	0.98
Burrillville	12,379	2.7%	2628	1.1%	-1.6%	0.41
Central Falls	13,732	69.3%	3793	78.8%	9.5%	1.14
Charlestown	6,321	4.8%	2518	5.5%	0.7%	1.14
Coventry	27,244	3.5%	7,520	3.0%	-0.5%	0.86
Cranston	63,973	19.9%	12875	30.6%	10.7%	1.54
Cumberland	25,971	8.3%	5314	8.3%	0.1%	1.01
East Greenwich	9,710	6.6%	4738	7.8%	1.3%	1.19
East Providence	37,860	15.4%	12,612	18.0%	2.7%	1.17
Foster	3,620	3.2%	2323	4.3%	1.0%	1.32
Glocester	7,648	2.3%	3897	0.6%	-1.7%	0.27
Hopkinton	6,343	4.5%	5217	5.4%	1.0%	1.21
Jamestown	4,362	3.7%	3286	3.4%	-0.3%	0.92
Johnston	23,289	8.9%	8,374	13.5%	4.5%	1.51
Lincoln	16,354	8.4%	2197	9.3%	0.9%	1.11
Little Compton	2,838	1.9%	1967	1.1%	-0.8%	0.60
Middletown	12,498	12.9%	8008	18.4%	5.5%	1.42
Narragansett	13,599	4.4%	5151	4.7%	0.3%	1.07
Newport	20,589	17.7%	6,266	24.0%	6.4%	1.36
North Kingstown	20,164	5.5%	8819	8.0%	2.5%	1.45
North Providence	26,564	14.3%	5305	19.9%	5.7%	1.40
North Smithfield	9,511	3.9%	3120	7.2%	3.3%	1.86
Pawtucket	54,573	38.0%	17,779	50.5%	12.5%	1.33
Portsmouth	13,393	5.6%	9,347	4.1%	-1.5%	0.73
Providence	136,408	55.9%	18,026	79.0%	23.1%	1.41
Richmond	5,859	4.0%	1418	2.6%	-1.4%	0.66
Scituate	8,057	2.4%	2376	4.0%	1.6%	1.65
Smithfield	17,805	5.3%	6848	5.1%	-0.2%	0.96
South Kingstown	25,223	10.1%	9233	14.3%	4.2%	1.41
Tiverton	12,782	3.3%	942	1.3%	-2.1%	0.38
Warren	8,671	4.0%	2308	4.6%	0.6%	1.16
Warwick	66,847	7.7%	20,707	6.8%	-0.9%	0.89
West Greenwich	4,658	4.6%	1376	1.0%	-3.6%	0.22
West Warwick	23,445	9.2%	8,954	10.3%	1.1%	1.12
Westerly	18,000	6.9%	5,304	9.2%	2.3%	1.34
Woonsocket	31,298	22.6%	4,863	35.0%	12.4%	1.55

Table 3.5b Racial Difference between Census Population and Resident Traffic Stops (Sorted by Disparity)

Agency	2010 18 and Over Census Population		2013-2014 Traffic Stops of Residents		Absolute Disparity	Ratio
	Total No. of Residents	% Non-White	Total No. of Resident Stops	% Non-White Resident		
Providence	136,408	55.9%	18,026	79.0%	23.1%	1.41
Pawtucket	54,573	38.0%	17,779	50.5%	12.5%	1.33
Woonsocket	31,298	22.6%	4,863	35.0%	12.4%	1.55
Cranston	63,973	19.9%	12875	30.6%	10.7%	1.54
Central Falls	13,732	69.3%	3793	78.8%	9.5%	1.14
Newport	20,589	17.7%	6,266	24.0%	6.4%	1.36
North Providence	26,564	14.3%	5305	19.9%	5.7%	1.40
Middletown	12,498	12.9%	8008	18.4%	5.5%	1.42
Johnston	23,289	8.9%	8,374	13.5%	4.5%	1.51
South Kingstown	25,223	10.1%	9233	14.3%	4.2%	1.41
North Smithfield	9,511	3.9%	3120	7.2%	3.3%	1.86
East Providence	37,860	15.4%	12,612	18.0%	2.7%	1.17
North Kingstown	20,164	5.5%	8819	8.0%	2.5%	1.45
Westerly	18,000	6.9%	5,304	9.2%	2.3%	1.34
Scituate	8,057	2.4%	2376	4.0%	1.6%	1.65
East Greenwich	9,710	6.6%	4738	7.8%	1.3%	1.19
West Warwick	23,445	9.2%	8,954	10.3%	1.1%	1.12
Foster	3,620	3.2%	2323	4.3%	1.0%	1.32
Hopkinton	6,343	4.5%	5217	5.4%	1.0%	1.21
Lincoln	16,354	8.4%	2197	9.3%	0.9%	1.11
Charlestown	6,321	4.8%	2518	5.5%	0.7%	1.14
Warren	8,671	4.0%	2308	4.6%	0.6%	1.16
Narragansett	13,599	4.4%	5151	4.7%	0.3%	1.07
Cumberland	25,971	8.3%	5314	8.3%	0.1%	1.01
Bristol	19,331	4.3%	5,439	4.3%	-0.1%	0.98
Smithfield	17,805	5.3%	6848	5.1%	-0.2%	0.96
Jamestown	4,362	3.7%	3286	3.4%	-0.3%	0.92
Coventry	27,244	3.5%	7,520	3.0%	-0.5%	0.86
Little Compton	2,838	1.9%	1967	1.1%	-0.8%	0.60
Warwick	66,847	7.7%	20,707	6.8%	-0.9%	0.89
Richmond	5,859	4.0%	1418	2.6%	-1.4%	0.66
Portsmouth	13,393	5.6%	9,347	4.1%	-1.5%	0.73
Burrillville	12,379	2.7%	2628	1.1%	-1.6%	0.41
Glocester	7,648	2.3%	3897	0.6%	-1.7%	0.27
Barrington	11,713	5.2%	7,634	3.3%	-1.9%	0.63
Tiverton	12,782	3.3%	942	1.3%	-2.1%	0.38
West Greenwich	4,658	4.6%	1376	1.0%	-3.6%	0.22

Section IV

Post Stop Analyses

As noted in the previous report, it is essential to examine post-stop activity in addition to the general traffic stop patterns due to the amount of discretion that a police officer exercises after the stop had occurred. While the decision to pull over a vehicle may not necessarily be linked to the driver's characteristics, post stop decisions that involve an officer talking to the driver and examining his/her driver's license could be tied to the driver themselves. For example, an area of concern in post-stop activity is the decision to write a citation versus a written warning because most agencies allow officers almost total discretion in making this decision. This discretionary power may become a cause for concern when racial or ethnic disparities in stop dispositions are identified. The officer's decision to write a ticket as opposed to a written warning has serious implications for the driver. Financially, a cited driver faces the immediate effects of the fine attached to the offense, which can be quite large in some cases. The driver may also have to deal with increased insurance premium.

Additionally, racial disparities in traffic stop dispositions is disconcerting because official records of police action might be interpreted as a reflection of trends in driving behavior. If non-white drivers receive more traffic citations because of their race or ethnicity rather than differences in driving behavior, these practices may create a record that could be used in subsequent decisions by other governmental units.

Another area of concern in post-stop activity is whether racial disparities are evident in the decision to conduct a search. Numerous studies on police traffic stop activity suggest that non-white motorists are significantly more likely to be searched once they are stopped than white motorists. Although there are a number of important factors that may explain these differences, disparate search rates, more than any other post-stop activity, are consistently identified as a major issue by members of the community of color.

Before we examine these two areas of concern in detail, the following tables describe the general pattern of traffic stop outcomes in the 2013-2014 traffic stop data. Table 4.1 provides

detailed information about all possible stop outcomes for both white and non-white drivers. On average, white drivers receive citations following 49.7% of stops and non-white drivers receive citations 46.3% of the stops. Traffic stops on average rarely result in an arrest, but in those rare cases, non-white drivers are more likely to be arrested following traffic stop (6.9% non-white compared to 3.5% white drivers). Traffic stops resulting in a notice of demand (N/D), an arrest of a passenger, or no action were rare outcomes for both white and non-white drivers.

Table 4.1 Outcome of Stop by Race

Agency	White						Non-White					
	M/V Citation	N/D	Warning	Arrest Driver	Arrest Passenger	No Action	M/V Citation	N/D	Warning	Arrest Driver	Arrest Passenger	No Action
Average	49.7%	1.8%	42.0%	3.5%	0.2%	2.8%	46.3%	2.1%	41.2%	6.9%	0.4%	3.2%
Statewide	54.0%	1.5%	38.8%	3.2%	0.2%	2.4%	57.7%	1.5%	31.0%	5.9%	0.5%	3.3%
Barrington	23.7%	0.7%	72.5%	1.8%	0.0%	1.3%	25.5%	0.3%	68.6%	3.9%	0.2%	1.5%
Bristol	36.8%	0.5%	58.7%	3.9%	0.0%	0.2%	37.6%	0.7%	54.3%	7.4%	0.0%	0.0%
Burrillville	59.1%	0.4%	34.9%	3.6%	0.0%	2.0%	52.5%	0.0%	32.8%	12.3%	0.0%	2.5%
Central Falls	66.9%	0.7%	19.9%	9.0%	0.6%	3.0%	56.3%	1.9%	25.5%	13.5%	0.2%	2.7%
Charlestown	28.0%	1.0%	66.2%	1.4%	0.1%	3.3%	21.9%	1.0%	68.2%	3.6%	0.5%	4.7%
Coventry	17.1%	1.6%	74.0%	5.2%	0.1%	2.0%	13.6%	1.7%	74.8%	6.9%	0.8%	2.2%
Cranston	42.2%	1.9%	47.6%	2.7%	0.2%	5.3%	36.9%	2.5%	49.8%	4.8%	0.4%	5.6%
Cumberland	27.9%	2.2%	55.2%	3.8%	0.4%	10.4%	23.2%	3.1%	55.7%	7.0%	0.6%	10.4%
East Greenwich	42.5%	0.9%	47.6%	2.5%	0.1%	6.3%	35.9%	0.2%	51.5%	6.8%	0.2%	5.3%
East Providence	76.6%	2.4%	17.4%	2.8%	0.2%	0.6%	61.2%	3.5%	26.0%	7.6%	0.4%	1.3%
Foster	34.8%	0.0%	63.0%	1.7%	0.1%	0.4%	42.7%	0.0%	51.2%	5.8%	0.0%	0.3%
Gloicester	58.1%	0.0%	39.8%	1.7%	0.1%	0.3%	69.5%	0.0%	26.5%	3.3%	0.0%	0.7%
Hopkinton	30.8%	5.8%	55.6%	2.9%	0.3%	4.6%	32.3%	4.0%	55.5%	4.5%	0.5%	3.2%
Jamestown	21.0%	0.2%	76.0%	2.1%	0.0%	0.6%	18.9%	0.0%	72.3%	5.7%	0.4%	2.7%
Johnston	79.1%	0.3%	18.0%	1.8%	0.2%	0.7%	75.1%	0.1%	19.2%	4.8%	0.3%	0.4%
Lincoln	51.1%	0.6%	36.4%	6.1%	0.4%	5.3%	49.8%	0.5%	32.3%	11.3%	0.7%	5.3%
Little Compton	13.8%	0.0%	83.3%	2.7%	0.0%	0.3%	20.2%	0.0%	70.8%	9.0%	0.0%	0.0%
Middletown	34.1%	0.0%	61.5%	4.1%	0.1%	0.2%	29.5%	0.0%	63.2%	6.8%	0.1%	0.3%
Narragansett	27.5%	1.0%	60.9%	7.5%	0.2%	2.8%	17.8%	2.6%	62.1%	12.9%	0.8%	3.9%
Newport	12.3%	0.4%	85.7%	1.2%	0.0%	0.3%	15.4%	0.4%	79.9%	3.6%	0.0%	0.7%
North Kingstown	53.5%	0.2%	40.0%	1.9%	0.2%	4.2%	49.2%	0.1%	41.0%	4.7%	0.0%	5.1%
North Providence	49.3%	0.2%	40.1%	9.5%	0.2%	0.7%	42.5%	0.2%	42.4%	14.1%	0.1%	0.7%
North Smithfield	44.7%	23.8%	20.0%	5.4%	0.7%	5.4%	41.8%	30.4%	12.9%	11.0%	0.7%	3.2%
Pawtucket	94.5%	0.0%	3.3%	2.1%	0.0%	0.0%	91.7%	0.0%	3.5%	4.7%	0.0%	0.0%
Portsmouth	28.3%	4.9%	59.9%	2.9%	0.2%	3.8%	23.6%	4.2%	62.0%	5.1%	0.7%	4.4%
Providence	42.6%	0.5%	42.4%	4.0%	0.6%	9.9%	29.9%	0.6%	51.0%	6.7%	1.1%	10.7%
Richmond	64.0%	1.1%	28.3%	6.4%	0.0%	0.1%	55.3%	5.3%	25.5%	12.8%	0.0%	1.1%
RISP - All	86.2%	0.4%	10.8%	1.6%	0.3%	0.6%	82.8%	1.1%	11.0%	3.8%	0.6%	0.7%
RISP - Chepachet	91.5%	0.1%	4.9%	1.9%	0.5%	1.1%	86.7%	0.2%	5.3%	5.8%	1.0%	1.1%
RISP - Hope Valley	81.3%	0.3%	15.6%	1.5%	0.4%	0.8%	81.1%	0.1%	15.0%	2.4%	0.6%	0.7%
RISP - HQ	88.3%	0.0%	8.2%	2.6%	0.4%	0.6%	82.7%	0.0%	6.4%	8.5%	2.0%	0.3%
RISP - Lincoln	86.9%	1.2%	9.9%	1.4%	0.3%	0.4%	81.5%	3.0%	10.5%	3.9%	0.6%	0.5%

Agency	White							Non-White						
	M/V Citation	N/D	Warning	Arrest Driver	Arrest Passenger	No Action	M/V Citation	N/D	Warning	Arrest Driver	Arrest Passenger	No Action		
RISP - Wickford	86.3%	0.2%	11.6%	1.5%	0.2%	0.3%	82.9%	0.2%	13.1%	2.9%	0.3%	0.6%		
Scituate	51.3%	0.6%	39.3%	6.9%	0.1%	1.8%	46.0%	1.1%	39.2%	12.5%	0.0%	1.1%		
Smithfield	61.4%	1.1%	30.9%	3.6%	0.1%	2.9%	64.4%	0.8%	24.4%	6.8%	0.1%	3.4%		
South Kingstown	30.8%	0.6%	63.2%	2.9%	0.2%	2.3%	22.2%	1.0%	67.6%	5.5%	0.5%	3.1%		
Tiverton	44.1%	8.1%	29.5%	1.9%	0.3%	16.0%	48.3%	8.6%	17.2%	0.0%	1.7%	24.1%		
Univ. of Rhode Island	45.5%	0.0%	51.1%	0.9%	0.2%	2.3%	34.6%	0.0%	58.3%	2.4%	0.0%	4.7%		
Warren	52.7%	8.3%	29.8%	4.5%	0.5%	4.1%	45.7%	6.5%	30.4%	10.0%	0.4%	7.0%		
Warwick	57.1%	4.4%	32.1%	3.9%	0.1%	2.3%	52.1%	3.2%	34.3%	7.0%	0.2%	3.2%		
West Greenwich	34.4%	0.4%	59.4%	2.5%	0.0%	3.4%	40.3%	1.4%	51.4%	4.2%	0.0%	2.8%		
West Warwick	45.4%	0.4%	44.8%	5.1%	0.3%	4.0%	38.7%	0.5%	48.8%	7.6%	0.1%	4.3%		
Westerly	41.2%	0.1%	53.9%	4.3%	0.3%	0.3%	40.3%	0.0%	51.9%	7.4%	0.0%	0.4%		
Woonsocket	80.1%	0.2%	13.4%	3.6%	0.1%	2.6%	71.7%	0.6%	17.7%	7.3%	0.2%	2.5%		

As was noted in the previous section, great variation exists across the state in the distribution of different outcomes between white and non-white drivers following a stop. Some jurisdictions issue citations to both white and non-white drivers at high rates, while racial disparities between stop outcomes persist in other jurisdictions. Due to a recent increase in the non-white population in some jurisdictions, particularly the Hispanic population, the following tables describe outcomes of race for black and Hispanic drivers. Because Asians and Native Americans continue to make up a very small percentage of these communities and represent a small portion of those issued a citation, it is difficult to analyze and interpret the outcomes for these particular groups.

As shown in Tables 4.2 and 4.3, on average, black drivers receive citations following 45.0% of traffic stops and Hispanic drivers receive citations in 45.4% of the stops. Traffic stops, on average, rarely result in an arrest, but in those rare cases, Hispanic drivers are more likely to be arrested following a traffic stop (7.9% Hispanic compared to 7.2% black drivers). Traffic stops resulting in a notice of demand (N/D), an arrest of a passenger, or no action were rare outcomes for both black and Hispanic drivers.

Table 4.2 Outcome of Stop for Black Motorists

Agency	Total Number of Black Motorists	M/V Citation	N/D	Warning	Arrest Driver	Arrest Passenger	No Action
Average	704	45.0%	2.2%	42.2%	7.2%	0.5%	2.9%
Statewide	30,264	57.1%	1.4%	32.1%	5.8%	0.5%	3.1%
Barrington	230	30.9%	0.9%	63.0%	3.9%	0.4%	0.9%
Bristol	168	31.5%	0.6%	60.1%	7.7%	0.0%	0.0%
Burrillville	47	42.6%	0.0%	38.3%	14.9%	0.0%	4.3%
Central Falls	476	56.7%	0.6%	29.8%	10.7%	0.0%	2.1%
Charlestown	104	26.0%	0.0%	64.4%	4.8%	1.0%	3.8%
Coventry	166	9.0%	1.2%	78.9%	7.2%	1.2%	2.4%
Cranston	1,712	35.6%	2.3%	51.4%	4.7%	0.2%	5.7%
Cumberland	279	26.5%	2.2%	51.6%	7.5%	0.0%	12.2%
East Greenwich	170	34.1%	0.0%	53.5%	7.6%	0.0%	4.7%
East Providence	1,595	61.8%	3.8%	25.3%	7.5%	0.4%	1.3%
Foster	90	35.6%	0.0%	55.6%	7.8%	0.0%	1.1%
Glocester	122	73.0%	0.0%	23.8%	1.6%	0.0%	1.6%
Hopkinton	250	31.6%	4.4%	55.6%	4.0%	0.0%	4.4%
Jamestown	103	19.4%	0.0%	71.8%	6.8%	1.0%	1.0%
Johnston	707	74.4%	0.1%	19.5%	5.5%	0.1%	0.3%
Lincoln	167	42.5%	0.6%	39.5%	12.0%	0.6%	4.8%
Little Compton	22	27.3%	0.0%	68.2%	4.5%	0.0%	0.0%
Middletown	858	29.1%	0.0%	63.4%	6.9%	0.1%	0.5%
Narragansett	168	15.5%	3.0%	60.1%	15.5%	1.2%	4.8%
Newport	609	15.9%	0.3%	79.6%	3.1%	0.0%	1.0%
North Kingstown	414	46.1%	0.0%	43.2%	4.8%	0.0%	5.8%
North Providence	789	41.4%	0.4%	44.4%	13.1%	0.1%	0.6%
North Smithfield	273	36.6%	29.3%	17.2%	13.2%	1.1%	2.6%
Pawtucket	3,126	90.9%	0.0%	4.0%	5.0%	0.0%	0.1%
Portsmouth	528	23.3%	4.7%	61.6%	4.9%	0.6%	4.9%
Providence	4,430	27.2%	0.8%	52.4%	7.4%	1.2%	11.0%
Richmond	36	63.9%	0.0%	16.7%	19.4%	0.0%	0.0%
RISP - All	9209	82.0%	1.1%	12.1%	3.5%	0.6%	0.7%
RISP - Chepachet	1,695	86.4%	0.2%	5.4%	5.8%	1.1%	1.1%
RISP - Hope Valley	2,327	79.7%	0.1%	16.7%	2.3%	0.5%	0.7%
RISP - HQ	122	84.4%	0.0%	8.2%	4.1%	2.5%	0.8%
RISP - Lincoln	2,985	80.6%	2.9%	11.6%	3.7%	0.6%	0.6%
RISP - Wickford	2,080	82.9%	0.3%	13.5%	2.5%	0.2%	0.6%
Scituate	72	41.7%	0.0%	40.3%	15.3%	0.0%	2.8%
Smithfield	311	62.4%	1.3%	27.7%	4.8%	0.3%	3.5%
South Kingstown	639	20.0%	1.3%	68.9%	6.7%	0.5%	2.7%
Tiverton	20	50.0%	20.0%	15.0%	0.0%	5.0%	10.0%
University of Rhode Island	54	25.9%	0.0%	68.5%	3.7%	0.0%	1.9%
Warren	108	40.7%	6.5%	35.2%	11.1%	0.0%	6.5%
Warwick	1,182	49.7%	2.5%	37.4%	7.1%	0.3%	3.1%
West Greenwich	29	31.0%	3.4%	51.7%	10.3%	0.0%	3.4%
West Warwick	409	40.6%	0.5%	49.1%	5.4%	0.0%	4.4%
Westerly	209	41.1%	0.0%	53.6%	5.3%	0.0%	0.0%
Woonsocket	383	70.5%	0.5%	18.3%	8.1%	0.0%	2.6%

Table 4.3 Outcome of Stop for Hispanic Motorists

Agency	Total Number of Hispanic Motorists	M/V Citation	N/D	Warning	Arrest Driver	Arrest Passenger	No Action
Average	807	45.4%	2.2%	40.5%	7.9%	0.4%	3.7%
Statewide	34,710	58.5%	1.5%	29.2%	6.8%	0.5%	3.6%
Barrington	213	23.9%	0.0%	67.6%	5.2%	0.0%	3.3%
Bristol	132	39.4%	0.0%	50.8%	9.8%	0.0%	0.0%
Burrillville	67	62.7%	0.0%	23.9%	11.9%	0.0%	1.5%
Central Falls	1,876	56.2%	2.1%	24.4%	14.2%	0.3%	2.8%
Charlestown	37	18.9%	2.7%	70.3%	5.4%	0.0%	2.7%
Coventry	139	15.1%	2.2%	71.9%	7.9%	0.7%	2.2%
Cranston	2,610	36.6%	2.7%	49.0%	5.4%	0.5%	5.9%
Cumberland	546	20.5%	3.8%	57.7%	7.7%	0.9%	9.3%
East Greenwich	190	33.2%	0.5%	51.1%	7.9%	0.5%	6.8%
East Providence	698	54.3%	3.9%	30.4%	9.6%	0.3%	1.6%
Foster	114	36.0%	0.0%	57.0%	7.0%	0.0%	0.0%
Glocester	109	69.7%	0.0%	23.9%	6.4%	0.0%	0.0%
Hopkinton	219	24.7%	5.5%	61.2%	5.9%	1.4%	1.4%
Jamestown	97	21.6%	0.0%	68.0%	7.2%	0.0%	3.1%
Johnston	1,223	75.2%	0.1%	19.0%	4.7%	0.5%	0.6%
Lincoln	333	50.8%	0.6%	30.0%	12.0%	0.9%	5.7%
Little Compton	53	18.9%	0.0%	67.9%	13.2%	0.0%	0.0%
Middletown	488	29.3%	0.0%	62.3%	8.2%	0.0%	0.2%
Narragansett	164	15.9%	0.6%	65.2%	14.6%	0.0%	3.7%
Newport	364	15.9%	0.5%	77.7%	5.2%	0.0%	0.5%
North Kingstown	312	49.4%	0.3%	38.5%	6.7%	0.0%	5.1%
North Providence	859	42.8%	0.0%	41.1%	15.4%	0.0%	0.7%
North Smithfield	462	42.4%	31.0%	11.5%	10.6%	0.6%	3.9%
Pawtucket	4,292	92.1%	0.0%	3.2%	4.6%	0.0%	0.0%
Portsmouth	269	24.5%	3.7%	59.5%	7.4%	1.1%	3.7%
Providence	6,323	31.5%	0.5%	49.8%	6.8%	1.0%	10.4%
Richmond	35	51.4%	8.6%	31.4%	8.6%	0.0%	0.0%
RISP - All	8,985	82.8%	1.1%	10.2%	4.5%	0.8%	0.7%
RISP - Chepachet	2,171	85.9%	0.2%	5.7%	6.3%	0.9%	1.1%
RISP - Hope Valley	1,835	81.3%	0.1%	14.4%	2.7%	0.8%	0.8%
RISP - HQ	195	80.5%	0.0%	5.1%	12.3%	2.1%	0.0%
RISP - Lincoln	2,980	81.9%	3.2%	9.4%	4.3%	0.7%	0.5%
RISP - Wickford	1,804	82.1%	0.1%	13.1%	3.5%	0.4%	0.7%
Scituate	85	45.9%	2.4%	38.8%	12.9%	0.0%	0.0%
Smithfield	349	63.6%	0.3%	24.6%	8.9%	0.0%	2.6%
South Kingstown	227	26.0%	0.9%	63.4%	4.8%	0.0%	4.8%
Tiverton	30	33.3%	3.3%	23.3%	0.0%	0.0%	40.0%
University of Rhode Island	37	37.8%	0.0%	48.6%	2.7%	0.0%	10.8%
Warren	85	42.4%	8.2%	29.4%	11.8%	1.2%	7.1%
Warwick	1,325	55.1%	3.4%	30.0%	8.0%	0.2%	3.3%
West Greenwich	27	44.4%	0.0%	51.9%	0.0%	0.0%	3.7%
West Warwick	439	33.7%	0.5%	50.6%	10.3%	0.2%	4.8%
Westerly	135	34.8%	0.0%	50.4%	14.1%	0.0%	0.7%
Woonsocket	762	70.3%	0.8%	18.1%	7.6%	0.4%	2.8%

To understand more completely the racial differences in the outcomes of traffic stops, it is important to examine the two following concerns mentioned earlier in more detail: the decision to issue a citation and the decision to search a motorist or vehicle. The following section of the report will examine both concerns by presenting the absolute disparity and ratio between white and non-white drivers for each community. An absolute disparity simply measures the difference in outcome between the percent of non-white drivers in comparison to the percent of white drivers who are cited or searched. For example, if 5.0% of non-white drivers are cited and 2.0% of white drivers are cited the absolute difference is 3.0% (5.0% minus 2.0%). A ratio describes the degree of disparity between the percent non-white stop population and the percent non-white driving population estimate. Using the above example, if 5.0% of non-white drivers are cited and 2.0% of white drivers are cited the ratio is 1.6, meaning the odds of a non-white driver being cited are 1.6 times the odds of a white driver being cited.

EXAMINING RACIAL DIFFERENCES IN CITATIONS

To specifically examine the question of racial disparities in citation rates we must examine those cases where a citation was issued. Table 4.4a and 4.4b presents the proportion of white and non-white drivers who were issued a citation during the study period. Contrary to many assumptions about racially disparate citation practices, in about 80% of the jurisdictions studied, non-white drivers were less likely to receive a citation than white drivers. Although there are certain communities where non-white drivers are more likely to receive a citation than their white counterparts, in the vast majority of communities in Rhode Island, non-white drivers are cited less frequently than white drivers. Tables 4.2a and 4.2b present both absolute disparities between white and non-white drivers and ratios.

According to Table 4.4b, non-white drivers were more likely to receive a citation than white drivers in ten jurisdictions (Glocester, Foster, Little Compton, West Greenwich, Tiverton, Newport, Smithfield, Barrington, Hopkinton, and Bristol). In three of these jurisdictions, the disparity is very small, less than 2%, but in five jurisdictions, the disparity ranges between 4.2% and 11.3%. In these five jurisdictions, it would seem prudent that law enforcement officials look deeper into whether these disparities are a cause for concern or if they can be understood by other explanations.

Table 4.4a Proportion of White and Non-White Motorists Issued Citations (Sorted by Agency)

Agency	% White Cited	% Non White Cited	Absolute Disparity	Ratio
Average	49.7%	46.3%	-3.5%	0.94
Statewide	54.0%	57.7%	3.7%	1.07
Barrington	23.7%	25.5%	1.8%	1.08
Bristol	36.8%	37.6%	0.8%	1.02
Burrillville	59.1%	52.5%	-6.7%	0.89
Central Falls	66.9%	56.3%	-10.6%	0.84
Charlestown	28.0%	21.9%	-6.1%	0.78
Coventry	17.1%	13.6%	-3.5%	0.80
Cranston	42.2%	36.9%	-5.3%	0.87
Cumberland	27.9%	23.2%	-4.7%	0.83
East Greenwich	42.5%	35.9%	-6.6%	0.84
East Providence	76.6%	61.2%	-15.5%	0.80
Foster	34.8%	42.7%	7.9%	1.23
Glocester	58.1%	69.5%	11.3%	1.20
Hopkinton	30.8%	32.3%	1.4%	1.05
Jamestown	21.0%	18.9%	-2.0%	0.90
Johnston	79.1%	75.1%	-3.9%	0.95
Lincoln	51.1%	49.8%	-1.3%	0.97
Little Compton	13.8%	20.2%	6.4%	1.47
Middletown	34.1%	29.5%	-4.6%	0.87
Narragansett	27.5%	17.8%	-9.8%	0.65
Newport	12.3%	15.4%	3.0%	1.25
North Kingstown	53.5%	49.2%	-4.4%	0.92
North Providence	49.3%	42.5%	-6.8%	0.86
North Smithfield	44.7%	41.8%	-2.9%	0.94
Pawtucket	94.5%	91.7%	-2.8%	0.97
Portsmouth	28.3%	23.6%	-4.7%	0.83
Providence	42.6%	29.9%	-12.7%	0.70
Richmond	64.0%	55.3%	-8.7%	0.86
RISP – All	86.2%	82.8%	-3.4%	0.96
RISP - Chepachet	91.5%	86.7%	-4.8%	0.95
RISP - Hope Valley	81.3%	81.1%	-0.2%	1.00
RISP – HQ	88.3%	82.7%	-5.5%	0.94
RISP - Lincoln	86.9%	81.5%	-5.4%	0.94
RISP - Wickford	86.3%	82.9%	-3.3%	0.96
Scituate	51.3%	46.0%	-5.3%	0.90
Smithfield	61.4%	64.4%	3.0%	1.05
South Kingstown	30.8%	22.2%	-8.6%	0.72
Tiverton	44.1%	48.3%	4.2%	1.09
University of Rhode Island	45.5%	34.6%	-10.8%	0.76
Warren	52.7%	45.7%	-7.1%	0.87
Warwick	57.1%	52.1%	-5.0%	0.91
West Greenwich	34.4%	40.3%	5.8%	1.17
West Warwick	45.4%	38.7%	-6.7%	0.85
Westerly	41.2%	40.3%	-0.9%	0.98
Woonsocket	80.1%	71.7%	-8.4%	0.89

Table 4.4b Proportion of White and Non-White Motorists Issued Citations (Sorted by Disparity)

Agency	% White Cited	% Non White Cited	Absolute Disparity	Ratio
Average	49.7%	46.3%	-3.5%	0.94
Statewide	54.0%	57.7%	3.7%	1.07
Glocester	58.1%	69.5%	11.3%	1.20
Foster	34.8%	42.7%	7.9%	1.23
Little Compton	13.8%	20.2%	6.4%	1.47
West Greenwich	34.4%	40.3%	5.8%	1.17
Tiverton	44.1%	48.3%	4.2%	1.09
Newport	12.3%	15.4%	3.0%	1.25
Smithfield	61.4%	64.4%	3.0%	1.05
Barrington	23.7%	25.5%	1.8%	1.08
Hopkinton	30.8%	32.3%	1.4%	1.05
Bristol	36.8%	37.6%	0.8%	1.02
RISP - Hope Valley	81.3%	81.1%	-0.2%	1.00
Westerly	41.2%	40.3%	-0.9%	0.98
Lincoln	51.1%	49.8%	-1.3%	0.97
Jamestown	21.0%	18.9%	-2.0%	0.90
Pawtucket	94.5%	91.7%	-2.8%	0.97
North Smithfield	44.7%	41.8%	-2.9%	0.94
RISP - Wickford	86.3%	82.9%	-3.3%	0.96
RISP - All	86.2%	82.8%	-3.4%	0.96
Coventry	17.1%	13.6%	-3.5%	0.80
Johnston	79.1%	75.1%	-3.9%	0.95
North Kingstown	53.5%	49.2%	-4.4%	0.92
Middletown	34.1%	29.5%	-4.6%	0.87
Portsmouth	28.3%	23.6%	-4.7%	0.83
Cumberland	27.9%	23.2%	-4.7%	0.83
RISP - Chepachet	91.5%	86.7%	-4.8%	0.95
Warwick	57.1%	52.1%	-5.0%	0.91
Cranston	42.2%	36.9%	-5.3%	0.87
Scituate	51.3%	46.0%	-5.3%	0.90
RISP - Lincoln	86.9%	81.5%	-5.4%	0.94
RISP - HQ	88.3%	82.7%	-5.5%	0.94
Charlestown	28.0%	21.9%	-6.1%	0.78
East Greenwich	42.5%	35.9%	-6.6%	0.84
West Warwick	45.4%	38.7%	-6.7%	0.85
Burrillville	59.1%	52.5%	-6.7%	0.89
North Providence	49.3%	42.5%	-6.8%	0.86
Warren	52.7%	45.7%	-7.1%	0.87
Woonsocket	80.1%	71.7%	-8.4%	0.89
South Kingstown	30.8%	22.2%	-8.6%	0.72
Richmond	64.0%	55.3%	-8.7%	0.86
Narragansett	27.5%	17.8%	-9.8%	0.65
Central Falls	66.9%	56.3%	-10.6%	0.84
University of Rhode Island	45.5%	34.6%	-10.8%	0.76
Providence	42.6%	29.9%	-12.7%	0.70
East Providence	76.6%	61.2%	-15.5%	0.80

In order to examine who, among non-white drivers, is more likely to receive a citation, we examine the disparities and ratios across communities for black and Hispanic drivers in comparison to white drivers. We limit our analysis to these two groups because they represent the largest non-white groups in Rhode Island and the other non-white groups are too small in the number of drivers to analyze and interpret. In the vast majority of communities in Rhode Island, black and Hispanic drivers are cited less frequently than white drivers. Tables 4.5a and 4.5b present both absolute disparities and ratios for white drivers versus black drivers and Tables 4.6a and 4.6b present both absolute disparities and ratios for white drivers versus Hispanic drivers.

According to Table 4.5b, black drivers were more likely to receive a citation than white drivers in eight jurisdictions (Glocester, Little Compton, Barrington, Tiverton, Newport, Smithfield, Hopkinton, and Foster). In half of these jurisdictions, the disparity is very small, less than 5%, but in the other four jurisdictions, the disparity ranges between 5.9% and 14.8%. In these four jurisdictions, it would seem prudent that law enforcement officials look deeper into whether these disparities are a cause for concern or if they can be understood by other explanations.

Table 4.6b displays the difference between white and Hispanic drivers being issued citations. Ten jurisdictions (Glocester, West Greenwich, Little Compton, Newport, Burrillville, Bristol, Smithfield, Foster, Jamestown, and Barrington) were more likely to issue Hispanic drivers a citation than white drivers, but seven of these agencies had a disparity less than 5%. The three agencies, Little Compton, West Greenwich, and Glocester, who had the largest disparities, at 5.1%, 10.0%, and 11.6% respectively, should also examine their policies and practices carefully to determine why these disparities are occurring.

Table 4.5a Proportion of White and Black Motorists Issued Citations (Sorted by Agency)

Agency	% White Cited	% Black Cited	Absolute Disparity	Ratio
Average	49.7%	45.0%	-4.7%	0.92
Statewide	54.0%	57.1%	3.1%	1.06
Barrington	23.7%	30.9%	7.2%	1.30
Bristol	36.8%	31.5%	-5.3%	0.86
Burrillville	59.1%	42.6%	-16.6%	0.72
Central Falls	66.9%	56.7%	-10.2%	0.85
Charlestown	28.0%	26.0%	-2.0%	0.93
Coventry	17.1%	9.0%	-8.0%	0.53
Cranston	42.2%	35.6%	-6.6%	0.84
Cumberland	27.9%	26.5%	-1.4%	0.95
East Greenwich	42.5%	34.1%	-8.4%	0.80
East Providence	76.6%	61.8%	-14.9%	0.81
Foster	34.8%	35.6%	0.7%	1.02
Glocester	58.1%	73.0%	14.8%	1.26
Hopkinton	30.8%	31.6%	0.8%	1.02
Jamestown	21.0%	19.4%	-1.6%	0.93
Johnston	79.1%	74.4%	-4.7%	0.94
Lincoln	51.1%	42.5%	-8.6%	0.83
Little Compton	13.8%	27.3%	13.5%	1.98
Middletown	34.1%	29.1%	-5.0%	0.85
Narragansett	27.5%	15.5%	-12.1%	0.56
Newport	12.3%	15.9%	3.6%	1.29
North Kingstown	53.5%	46.1%	-7.4%	0.86
North Providence	49.3%	41.4%	-7.8%	0.84
North Smithfield	44.7%	36.6%	-8.1%	0.82
Pawtucket	94.5%	90.9%	-3.6%	0.96
Portsmouth	28.3%	23.3%	-5.0%	0.82
Providence	42.6%	27.2%	-15.4%	0.64
Richmond	64.0%	63.9%	-0.2%	1.00
RISP – All	86.2%	82.0%	-4.2%	0.95
RISP - Chepachet	91.5%	86.4%	-5.2%	0.94
RISP - Hope Valley	81.3%	79.7%	-1.7%	0.98
RISP – HQ	88.3%	84.4%	-3.8%	0.96
RISP - Lincoln	86.9%	80.6%	-6.3%	0.93
RISP - Wickford	86.3%	82.9%	-3.4%	0.96
Scituate	51.3%	41.7%	-9.7%	0.81
Smithfield	61.4%	62.4%	0.9%	1.02
South Kingstown	30.8%	20.0%	-10.8%	0.65
Tiverton	44.1%	50.0%	5.9%	1.13
University of Rhode Island	45.5%	25.9%	-19.5%	0.57
Warren	52.7%	40.7%	-12.0%	0.77
Warwick	57.1%	49.7%	-7.4%	0.87
West Greenwich	34.4%	31.0%	-3.4%	0.90
West Warwick	45.4%	40.6%	-4.8%	0.89
Westerly	41.2%	41.1%	0.0%	1.00
Woonsocket	80.1%	70.5%	-9.7%	0.88

Table 4.5b Proportion of White and Black Motorists Issued Citations (Sorted by Disparity)

Agency	% White Cited	% Black Cited	Absolute Disparity	Ratio
Average	49.7%	45.0%	-4.7%	0.92
Statewide	54.0%	57.1%	3.1%	1.06
Glocester	58.1%	73.0%	14.8%	1.26
Little Compton	13.8%	27.3%	13.5%	1.98
Barrington	23.7%	30.9%	7.2%	1.30
Tiverton	44.1%	50.0%	5.9%	1.13
Newport	12.3%	15.9%	3.6%	1.29
Smithfield	61.4%	62.4%	0.9%	1.02
Hopkinton	30.8%	31.6%	0.8%	1.02
Foster	34.8%	35.6%	0.7%	1.02
Westerly	41.2%	41.1%	0.0%	1.00
Richmond	64.0%	63.9%	-0.2%	1.00
Cumberland	27.9%	26.5%	-1.4%	0.95
Jamestown	21.0%	19.4%	-1.6%	0.93
RISP - Hope Valley	81.3%	79.7%	-1.7%	0.98
Charlestown	28.0%	26.0%	-2.0%	0.93
RISP - Wickford	86.3%	82.9%	-3.4%	0.96
West Greenwich	34.4%	31.0%	-3.4%	0.90
Pawtucket	94.5%	90.9%	-3.6%	0.96
RISP - HQ	88.3%	84.4%	-3.8%	0.96
RISP - All	86.2%	82.0%	-4.2%	0.95
Johnston	79.1%	74.4%	-4.7%	0.94
West Warwick	45.4%	40.6%	-4.8%	0.89
Middletown	34.1%	29.1%	-5.0%	0.85
Portsmouth	28.3%	23.3%	-5.0%	0.82
RISP - Chepachet	91.5%	86.4%	-5.2%	0.94
Bristol	36.8%	31.5%	-5.3%	0.86
RISP - Lincoln	86.9%	80.6%	-6.3%	0.93
Cranston	42.2%	35.6%	-6.6%	0.84
North Kingstown	53.5%	46.1%	-7.4%	0.86
Warwick	57.1%	49.7%	-7.4%	0.87
North Providence	49.3%	41.4%	-7.8%	0.84
Coventry	17.1%	9.0%	-8.0%	0.53
North Smithfield	44.7%	36.6%	-8.1%	0.82
East Greenwich	42.5%	34.1%	-8.4%	0.80
Lincoln	51.1%	42.5%	-8.6%	0.83
Woonsocket	80.1%	70.5%	-9.7%	0.88
Scituate	51.3%	41.7%	-9.7%	0.81
Central Falls	66.9%	56.7%	-10.2%	0.85
South Kingstown	30.8%	20.0%	-10.8%	0.65
Warren	52.7%	40.7%	-12.0%	0.77
Narragansett	27.5%	15.5%	-12.1%	0.56
East Providence	76.6%	61.8%	-14.9%	0.81
Woonsocket	80.1%	70.5%	-9.7%	0.88
Providence	42.6%	27.2%	-15.4%	0.64
Burrillville	59.1%	42.6%	-16.6%	0.72
University of Rhode Island	45.5%	25.9%	-19.5%	0.57

Table 4.6a Proportion of White and Hispanic Motorists Issued Citations (Sorted by Agency)

Agency	% White Cited	% Hispanic Cited	Absolute Disparity	Ratio
Average	49.8%	45.4%	-4.4%	0.92
Statewide	54.0%	58.5%	4.5%	1.08
Barrington	23.7%	23.9%	0.2%	1.01
Bristol	36.8%	39.4%	2.6%	1.07
Burrillville	59.1%	62.7%	3.5%	1.06
Central Falls	66.9%	56.2%	-10.7%	0.84
Charlestown	28.0%	18.9%	-9.1%	0.68
Coventry	17.1%	15.1%	-2.0%	0.89
Cranston	42.2%	36.6%	-5.7%	0.87
Cumberland	27.9%	20.5%	-7.4%	0.73
East Greenwich	42.5%	33.2%	-9.3%	0.78
East Providence	76.6%	54.3%	-22.3%	0.71
Foster	34.8%	36.0%	1.2%	1.03
Glocester	58.1%	69.7%	11.6%	1.20
Hopkinton	30.8%	24.7%	-6.2%	0.80
Jamestown	21.0%	21.6%	0.7%	1.03
Johnston	79.1%	75.2%	-3.8%	0.95
Lincoln	51.1%	50.8%	-0.4%	0.99
Little Compton	13.8%	18.9%	5.1%	1.37
Middletown	34.1%	29.3%	-4.8%	0.86
Narragansett	27.5%	15.9%	-11.7%	0.58
Newport	12.3%	15.9%	3.6%	1.29
North Kingstown	53.5%	49.4%	-4.2%	0.92
North Providence	49.3%	42.8%	-6.4%	0.87
North Smithfield	44.7%	42.4%	-2.3%	0.95
Pawtucket	94.5%	92.1%	-2.4%	0.97
Portsmouth	28.3%	24.5%	-3.8%	0.87
Providence	42.6%	31.5%	-11.1%	0.74
Richmond	64.0%	51.4%	-12.6%	0.80
RISP – All	86.2%	82.8%	-3.5%	0.96
RISP - Chepachet	91.5%	85.9%	-5.6%	0.94
RISP - Hope Valley	81.3%	81.3%	-0.1%	1.00
RISP – HQ	88.3%	80.5%	-7.7%	0.91
RISP - Lincoln	86.9%	81.9%	-4.9%	0.94
RISP - Wickford	86.3%	82.1%	-4.2%	0.95
Scituate	51.3%	45.9%	-5.4%	0.89
Smithfield	61.4%	63.6%	2.2%	1.04
South Kingstown	30.8%	26.0%	-4.9%	0.84
Tiverton	44.1%	33.3%	-10.8%	0.76
University of Rhode Island	45.5%	37.8%	-7.6%	0.83
Warren	52.7%	42.4%	-10.4%	0.80
Warwick	57.1%	55.1%	-2.0%	0.97
West Greenwich	34.4%	44.4%	10.0%	1.29
West Warwick	45.4%	33.7%	-11.7%	0.74
Westerly	41.2%	34.8%	-6.3%	0.85
Woonsocket	80.1%	70.3%	-9.8%	0.88

Table 4.6b Proportion of White and Hispanic Motorists Issued Citations (Sorted by Disparity)

Agency	% White Cited	% Hispanic Cited	Absolute Disparity	Ratio
Average	49.8%	45.4%	-4.4%	0.92
Statewide	54.0%	58.5%	4.5%	1.08
Glocester	58.1%	69.7%	11.6%	1.20
West Greenwich	34.4%	44.4%	10.0%	1.29
Little Compton	13.8%	18.9%	5.1%	1.37
Newport	12.3%	15.9%	3.6%	1.29
Burrillville	59.1%	62.7%	3.5%	1.06
Bristol	36.8%	39.4%	2.6%	1.07
Smithfield	61.4%	63.6%	2.2%	1.04
Foster	34.8%	36.0%	1.2%	1.03
Jamestown	21.0%	21.6%	0.7%	1.03
Barrington	23.7%	23.9%	0.2%	1.01
RISP - Hope Valley	81.3%	81.3%	-0.1%	1.00
Lincoln	51.1%	50.8%	-0.4%	0.99
Coventry	17.1%	15.1%	-2.0%	0.89
Warwick	57.1%	55.1%	-2.0%	0.97
North Smithfield	44.7%	42.4%	-2.3%	0.95
Pawtucket	94.5%	92.1%	-2.4%	0.97
RISP - All	86.2%	82.8%	-3.5%	0.96
Portsmouth	28.3%	24.5%	-3.8%	0.87
Johnston	79.1%	75.2%	-3.8%	0.95
North Kingstown	53.5%	49.4%	-4.2%	0.92
RISP - Wickford	86.3%	82.1%	-4.2%	0.95
Middletown	34.1%	29.3%	-4.8%	0.86
South Kingstown	30.8%	26.0%	-4.9%	0.84
RISP - Lincoln	86.9%	81.9%	-4.9%	0.94
Scituate	51.3%	45.9%	-5.4%	0.89
RISP - Chepachet	91.5%	85.9%	-5.6%	0.94
Cranston	42.2%	36.6%	-5.7%	0.87
Hopkinton	30.8%	24.7%	-6.2%	0.80
Westerly	41.2%	34.8%	-6.3%	0.85
North Providence	49.3%	42.8%	-6.4%	0.87
Cumberland	27.9%	20.5%	-7.4%	0.73
University of Rhode Island	45.5%	37.8%	-7.6%	0.83
RISP - HQ	88.3%	80.5%	-7.7%	0.91
Charlestown	28.0%	18.9%	-9.1%	0.68
East Greenwich	42.5%	33.2%	-9.3%	0.78
Woonsocket	80.1%	70.3%	-9.8%	0.88
Warren	52.7%	42.4%	-10.4%	0.80
Central Falls	66.9%	56.2%	-10.7%	0.84
Tiverton	44.1%	33.3%	-10.8%	0.76
Providence	42.6%	31.5%	-11.1%	0.74
West Warwick	45.4%	33.7%	-11.7%	0.74
Narragansett	27.5%	15.9%	-11.7%	0.58
Richmond	64.0%	51.4%	-12.6%	0.80
East Providence	76.6%	54.3%	-22.3%	0.71

COMPARISONS TO THE 2004-2005 STUDY OF RACIAL DIFFERENCES IN BEING CITED

In order to determine whether any significant changes had occurred in the level of disparity found in Rhode Island communities over the last decade, Table 4.7 compares the racial differences in citations from the 2004-2005 study to the differences in being cited found in the present study. In the earlier study, the average disparity between white and non-white motorists being cited was -3.3, with more whites being cited than non-whites. In the present study, the average disparity level across agencies was -3.5 with a -4.7 median. While most agencies were again more likely to cite white motorists than non-whites, there are some notable changes from the earlier study for certain agencies. For example, seven agencies found to have cited more non-white motorists than white motorists in the earlier study were found to be citing more white motorists than non-white motorists in the current study (Burrillville, Central Falls, Jamestown, Lincoln, RISP – Hope Valley, Scituate, Warren). At the same time, six agencies that issued white motorists more citations than non-white motorists in the earlier study were found to have issued non-white motorists more citations than white motorists in the current study (Barrington, Bristol, Foster, Hopkinton, Smithfield, Tiverton).

While findings might show that, on average, whites are being cited more than non-whites, it is important to examine the disparities among individual agencies and consider what changes have occurred in each jurisdiction since the last study. In particular, agencies showing similar disparities between white and non-white motorists in both the previous and current study might want to consider revising their current policies and practices to decrease these disparities. At the same time, agencies with notable changes in their disparities might want to start a discussion on what might have brought about this change since the last study (Figure 4.1).

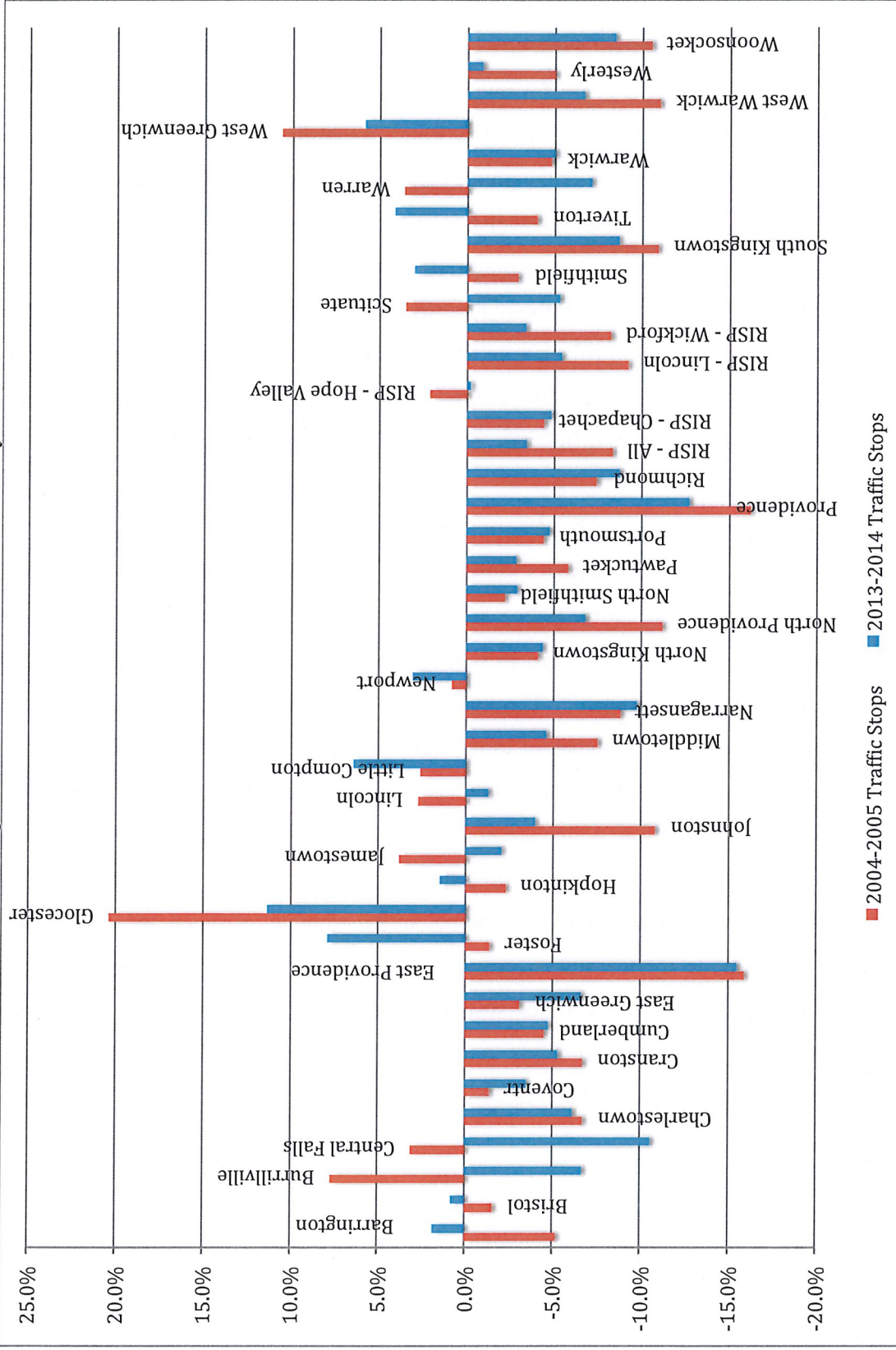
Since the previous study did not examine differences in being cited among black and Hispanic drivers, we are unable to provide a comparison between the two studies to determine whether there was a decrease or increase in disparities over the last decade. However, the present study provides us with the opportunity to consider these racial and ethnic breakdowns in the likelihood of receiving a citation in future studies given the increasing minority population in communities across the country.

Table 4.7 Comparison of Racial Differences in being Cited, 2004-2005 and 2013-2014 Study

Agency	2004-2005 Traffic Stops		2013-2014 Traffic Stops		2004-2005 Study Absolute Disparity	2013-2014 Study Absolute Disparity
	% White Cited	% Non White Cited	% White Cited	% Non White Cited		
Average	48.3%	39.9%	49.7%	46.3%	-3.3%	-3.5%
Statewide	70.1%	61.8%	54.0%	57.7%	-8.3%	3.7%
Barrington	39.0%	33.8%	23.7%	25.5%	-5.2%	1.8%
Bristol	30.9%	29.3%	36.8%	37.6%	-1.6%	0.8%
Burrillville	23.2%	30.9%	59.1%	52.5%	7.7%	-6.7%
Central Falls	43.9%	47.0%	66.9%	56.3%	3.1%	-10.6%
Charlestown	32.9%	26.2%	28.0%	21.9%	-6.7%	-6.1%
Coventry	30.0%	28.6%	17.1%	13.6%	-1.4%	-3.5%
Cranston	45.8%	39.1%	42.2%	36.9%	-6.7%	-5.3%
Cumberland	19.6%	15.1%	27.9%	23.2%	-4.5%	-4.7%
East Greenwich	19.2%	16.1%	42.5%	35.9%	-3.1%	-6.6%
East Providence	34.1%	18.2%	76.6%	61.2%	-15.9%	-15.5%
Foster	66.8%	65.4%	34.8%	42.7%	-1.4%	7.9%
Glocester	62.2%	82.6%	58.1%	69.5%	20.4%	11.3%
Hopkinton	37.3%	35.0%	30.8%	32.3%	-2.3%	1.4%
Jamestown	36.7%	40.5%	21.0%	18.9%	3.8%	-2.0%
Johnston	80.5%	69.7%	79.1%	75.1%	-10.8%	-3.9%
Lincoln	28.4%	31.1%	51.1%	49.8%	2.7%	-1.3%
Little Compton	7.9%	10.5%	13.8%	20.2%	2.6%	6.4%
Middletown	50.2%	42.7%	34.1%	29.5%	-7.5%	-4.6%
Narragansett	25.9%	17.1%	27.5%	17.8%	-8.8%	-9.8%
Newport	7.3%	8.1%	12.3%	15.4%	0.8%	3.0%
North Kingstown	66.5%	62.4%	53.5%	49.2%	-4.1%	-4.4%
North Providence	45.9%	34.7%	49.3%	42.5%	-11.2%	-6.8%
North Smithfield	25.3%	23.1%	44.7%	41.8%	-2.2%	-2.9%
Pawtucket	95.2%	89.4%	94.5%	91.7%	-5.8%	-2.8%
Portsmouth	36.8%	32.4%	28.3%	23.6%	-4.4%	-4.7%
Providence	49.9%	33.7%	42.6%	29.9%	-16.2%	-12.7%
Richmond	57.9%	50.5%	64.0%	55.3%	-7.4%	-8.7%
RISP - Chepachet	81.0%	76.6%	91.5%	86.7%	-4.4%	-4.8%
RISP - Hope Valley	74.1%	76.2%	81.3%	81.1%	2.1%	-0.2%
RISP - Lincoln	60.5%	51.3%	86.9%	81.5%	-9.2%	-5.4%
RISP - Wickford	65.4%	57.2%	86.3%	82.9%	-8.2%	-3.3%
Scituate	46.9%	50.4%	51.3%	46.0%	3.5%	-5.3%
Smithfield	58.9%	56.0%	61.4%	64.4%	-2.9%	3.0%
South Kingstown	37.3%	26.4%	30.8%	22.2%	-10.9%	-8.6%
Tiverton	18.2%	14.2%	44.1%	48.3%	-4.0%	4.2%
Warren	35.2%	38.8%	52.7%	45.7%	3.6%	-7.1%
Warwick	41.1%	36.3%	57.1%	52.1%	-4.8%	-5.0%
West Greenwich	41.6%	52.2%	34.4%	40.3%	10.6%	5.8%
West Warwick	34.8%	23.8%	45.4%	38.7%	-11.0%	-6.7%
Westerly	37.1%	32.1%	41.2%	40.3%	-5.0%	-0.9%
Woonsocket	43.2%	32.7%	80.1%	71.7%	-10.5%	-8.4%

Note: The 2004-2005 study did not collect traffic stop data from RISP – Headquarters and University of Rhode Island. Therefore, these agencies are not included in the analysis. Because data was not collected for RISP – HQ in the 2004-2005 study, RISP – All was not included in the table for comparison.

Figure 4.1 Comparison of Racial Differences in being Cited, 2004-2005 and 2013-2014 Study



EXAMINING RACIAL DIFFERENCES IN SEARCHES

Studies have suggested that non-white motorists are often searched more often than white motorists making it a national concern for two main reasons. First, by conducting a search, the police officer changes the character of a traffic stop. According to many motorists, searches represent a heightened act on behalf of the police officer led on by suspicion of criminal activity. Once a search is instigated, non-white motorists report that the traffic stop itself is viewed as an excuse to justify searching and harassing motorists, who are perceived as potential criminals.⁹ While legitimate questions may exist about the officers' use of discretion to stop a particular individual who was violating a traffic law in comparison to other individuals violating similar traffic laws, the question of racial profiling comes down to the perception that individuals are treated suspiciously, and therefore differently, based on their race and/or ethnicity.

Establishing the Legal Basis for a Search

An officer's decision to conduct a search during a traffic stop is limited by a number of legal protections. Most importantly, police searches of vehicles are protected by the Fourth Amendment doctrine that we are secure in our "persons, houses, papers and effects, against unreasonable searches and seizures."¹⁰ Throughout the years the courts have clarified exactly how this phrase applies to the searches of motor vehicles. In a landmark decision in 1925, the Supreme Court reasoned that drivers of vehicles have a lower expectation of privacy than residents in a home and therefore police are not required to obtain a warrant prior to searching a vehicle.¹¹ While the court has clearly specified that in most instances the police are required to obtain a warrant prior to the search of a home, motor vehicle searches are subject to the "automobile exception" to the warrant requirement. Because automobiles are mobile, allowing for easier escape of valuable evidence or suspects, and because drivers expect regulations to govern their driving privileges, such as a driver's license, speed limits, and equipment regulations, vehicles searches are subject to a lower threshold of protection.

⁹ For numerous examples of such perceptions see David Harris, 2002, *Profiles in Injustice: Why Racial Profiling Can't Work*, New York: New Press.

¹⁰ Fourth Amendment, United States Constitution

¹¹ *Carroll v. U.S.*, 267 U.S. 132 (1925).

In the present study, Rhode Island officers were allowed to indicate seven different legal justifications for a search of a vehicle 1) searches incident to an arrest, 2) probably cause, 3) terry frisk, 4) plain view contraband, 5) odor of drugs or alcohol, 6) inventory tow, and 7) reasonable articulable suspicion.¹² Understanding that there are many different routes by which officers may legally conduct a search following traffic stops, our analysis of racial disparities searches had to be conducted with these differences in mind. Table 4.8 provides jurisdiction specific information on the distribution of searches in 2013-2014 by each legal basis for a search category for stops of both white and non-white drivers.

In order to examine the distribution of searches across search categories for racial and ethnic groups largely represented in some of the communities in Rhode Island, Tables 4.9 and 4.10 provide information on these searches for black motorists and Hispanic motorists, respectively.

¹² These categories are similar to those used in the 2004-2005 study by Northeastern University.

Table 4.8 Basis for Search by Race

Agency	White						Non-White							
	Incident to Arrest	Probable Cause	Terry Frisk	Plain View Contraband	Odor of Drugs/Alcohol	Inventory Tow	Reasonable Suspicion	Incident to Arrest	Probable Cause	Terry Frisk	Plain View Contraband	Odor of Drugs/Alcohol	Inventory Tow	Reasonable Suspicion
Statewide	48.6%	11.8%	4.6%	3.8%	16.8%	9.4%	5.0%	48.4%	11.2%	6.9%	3.4%	15.0%	7.7%	7.4%
Barrington	25.4%	14.3%	1.6%	3.2%	28.6%	9.5%	17.5%	42.9%	0.0%	14.3%	0.0%	28.6%	14.3%	0.0%
Bristol	60.3%	17.8%	2.7%	1.1%	2.7%	5.5%	0.0%	37.5%	0.0%	0.0%	37.5%	0.0%	25.0%	0.0%
Burrillville	75.0%	6.8%	1.1%	2.3%	8.0%	5.7%	1.1%	84.6%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%
Central Falls	75.5%	4.1%	5.1%	2.0%	7.1%	4.1%	2.0%	81.7%	1.7%	0.4%	1.7%	3.9%	9.2%	1.3%
Charlestown	23.1%	5.1%	10.3%	15.4%	38.5%	0.0%	7.7%	33.3%	11.1%	11.1%	11.1%	22.2%	0.0%	11.1%
Coventry	60.1%	11.0%	5.2%	2.9%	11.0%	8.7%	1.2%	80.0%	10.0%	0.0%	0.0%	0.0%	10.0%	0.0%
Cranston	38.9%	13.4%	7.6%	10.2%	15.9%	3.8%	10.2%	34.3%	15.5%	9.7%	3.4%	23.2%	5.3%	8.7%
Cumberland	48.2%	0.4%	2.4%	2.4%	1.2%	43.5%	2.0%	43.7%	0.0%	2.8%	0.0%	0.0%	50.7%	2.8%
East Greenwich	26.4%	31.9%	1.4%	4.2%	20.8%	6.9%	8.3%	12.5%	25.0%	12.5%	0.0%	43.8%	0.0%	6.3%
East Providence	43.1%	8.9%	2.6%	4.3%	24.3%	8.9%	7.9%	43.8%	12.4%	4.8%	2.4%	19.5%	11.0%	6.2%
Foster	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Glocester	51.7%	30.0%	5.0%	5.0%	6.7%	0.0%	1.7%	50.0%	16.7%	0.0%	0.0%	33.3%	0.0%	0.0%
Hopkinton	36.5%	0.8%	7.1%	6.3%	31.0%	11.9%	6.3%	44.4%	0.0%	11.1%	7.4%	18.5%	0.0%	18.5%
Jamestown	67.2%	20.7%	5.2%	0.0%	6.9%	0.0%	0.0%	90.9%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%
Johnston	73.7%	3.8%	0.8%	3.0%	3.8%	15.0%	0.0%	79.6%	4.1%	3.1%	1.0%	5.1%	7.1%	0.0%
Lincoln	34.7%	2.0%	30.7%	7.9%	10.9%	8.9%	5.0%	41.2%	0.0%	0.0%	2.9%	35.3%	14.7%	5.9%
Little Compton	44.1%	17.6%	5.9%	5.9%	20.6%	2.9%	2.9%	80.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%
Middletown	39.3%	34.7%	4.0%	3.3%	7.3%	10.0%	1.3%	47.3%	32.7%	3.6%	1.8%	7.3%	5.5%	1.8%
Narragansett	51.6%	12.2%	0.4%	2.8%	8.5%	19.5%	4.9%	63.2%	10.5%	0.0%	0.0%	7.9%	15.8%	2.6%
Newport	49.5%	13.6%	4.9%	1.9%	18.4%	7.8%	3.9%	47.9%	12.5%	16.7%	2.1%	12.5%	4.2%	4.2%
North Kingstown	51.9%	2.8%	4.4%	5.0%	26.5%	7.2%	2.2%	51.2%	0.0%	7.0%	2.3%	27.9%	7.0%	4.7%
North Providence	51.0%	15.7%	2.0%	0.0%	11.8%	9.8%	9.8%	60.0%	14.3%	0.0%	0.0%	8.6%	11.4%	5.7%
North Smithfield	42.9%	11.9%	11.9%	0.0%	16.7%	16.7%	0.0%	60.0%	13.3%	0.0%	0.0%	0.0%	20.0%	6.7%
Pawtucket	84.4%	3.4%	3.8%	1.1%	1.9%	2.7%	2.7%	81.1%	4.4%	6.0%	1.8%	3.6%	2.4%	0.6%
Portsmouth	70.9%	1.7%	0.3%	0.7%	20.6%	4.7%	1.0%	60.5%	2.6%	2.6%	0.0%	27.6%	5.3%	1.3%
Providence	40.7%	8.1%	17.4%	4.1%	9.3%	3.5%	16.9%	31.9%	10.1%	20.1%	5.8%	11.8%	2.2%	18.0%
Richmond	76.2%	11.9%	1.2%	2.4%	7.1%	0.0%	1.2%	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%
RISP - All	30.9%	23.3%	3.1%	6.0%	21.6%	6.1%	9.0%	32.5%	20.5%	3.2%	5.1%	22.3%	8.2%	8.3%
RISP - Chepachet	48.1%	16.7%	2.8%	3.7%	12.0%	13.9%	2.8%	60.3%	7.5%	5.5%	0.7%	6.8%	17.8%	1.4%
RISP - Hope Valley	24.1%	24.1%	2.4%	5.1%	30.8%	5.5%	7.9%	15.4%	27.1%	2.5%	6.3%	33.3%	5.0%	10.4%
RISP - HQ	75.0%	12.5%	0.0%	0.0%	0.0%	12.5%	0.0%	55.6%	0.0%	11.1%	11.1%	11.1%	0.0%	11.1%
RISP - Lincoln	25.1%	24.5%	4.6%	6.8%	20.1%	4.6%	14.2%	31.3%	19.3%	3.5%	5.6%	22.8%	7.8%	9.6%
RISP - Wickford	38.9%	24.6%	1.7%	7.4%	17.7%	4.6%	5.1%	35.8%	29.4%	0.0%	5.5%	17.4%	4.6%	7.3%
Scituate	76.6%	0.0%	5.2%	0.0%	11.7%	6.5%	0.0%	77.8%	0.0%	0.0%	0.0%	22.2%	0.0%	0.0%
Smithfield	54.0%	15.3%	3.2%	0.8%	26.6%	0.0%	0.0%	60.0%	14.3%	2.9%	5.7%	11.4%	0.0%	5.7%
South Kingstown	45.0%	7.9%	2.0%	8.4%	30.7%	0.5%	5.4%	40.9%	4.5%	6.1%	3.0%	31.8%	0.0%	13.6%
Tiverton	32.4%	5.9%	11.8%	5.9%	29.4%	14.7%	0.0%	50.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%
Univ. of Rhode Island	4.5%	4.5%	4.5%	4.5%	72.7%	4.5%	4.5%	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%
Warren	60.0%	8.9%	0.0%	0.0%	25.6%	5.6%	0.0%	62.5%	0.0%	0.0%	4.2%	12.5%	20.8%	0.0%

Agency	White						Non-White							
	Incident to Arrest	Probable Cause	Terry Frisk	Plain View Contraband	Odor of Drugs/Alcohol	Inventory Tow	Reasonable Suspicion	Incident to Arrest	Probable Cause	Terry Frisk	Plain View Contraband	Odor of Drugs/Alcohol	Inventory Tow	Reasonable Suspicion
Warwick	45.0%	5.0%	3.3%	1.9%	17.3%	25.2%	2.1%	43.9%	7.0%	2.5%	0.0%	14.6%	28.7%	3.2%
West Greenwich	38.5%	7.7%	15.4%	15.4%	23.1%	0.0%	0.0%	0.0%	50.0%	0.0%	50.0%	0.0%	0.0%	0.0%
West Warwick	48.4%	8.3%	7.0%	4.5%	18.5%	2.5%	10.8%	25.8%	16.1%	3.2%	3.2%	35.5%	3.2%	12.9%
Westerly	26.3%	30.2%	6.8%	2.8%	26.7%	0.0%	7.1%	39.5%	28.9%	5.3%	0.0%	15.8%	0.0%	10.5%
Woonsocket	69.9%	5.1%	10.3%	0.0%	6.6%	4.4%	3.7%	57.1%	4.8%	6.3%	2.4%	14.3%	7.1%	7.9%

Table 4.9 Basis for Search for Black Motorists

Agency	Incident to Arrest	Probable Cause	Terry Frisk	Plain View Contraband	Odor of Drugs /Alcohol	Inventory Tow	Reasonable Suspicion
Statewide	44.8%	13.2%	6.9%	3.3%	17.8%	7.0%	7.1%
Barrington	50.0%	0.0%	0.0%	0.0%	25.0%	25.0%	0.0%
Bristol	50.0%	0.0%	0.0%	25.0%	0.0%	25.0%	0.0%
Burrillville	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Central Falls	81.6%	0.0%	0.0%	5.3%	2.6%	10.5%	0.0%
Charlestown	37.5%	12.5%	12.5%	12.5%	12.5%	0.0%	12.5%
Coventry	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cranston	29.3%	16.0%	12.0%	2.7%	22.7%	6.7%	10.7%
Cumberland	36.0%	0.0%	4.0%	0.0%	0.0%	56.0%	4.0%
East Greenwich	0.0%	40.0%	20.0%	0.0%	40.0%	0.0%	0.0%
East Providence	39.7%	11.5%	5.3%	3.1%	24.4%	11.5%	4.6%
Foster	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Glocester	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Hopkinton	57.1%	0.0%	14.3%	0.0%	14.3%	0.0%	14.3%
Jamestown	83.3%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%
Johnston	76.5%	2.9%	2.9%	2.9%	5.9%	8.8%	0.0%
Lincoln	45.5%	0.0%	0.0%	0.0%	45.5%	9.1%	0.0%
Little Compton	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Middletown	46.2%	38.5%	5.1%	0.0%	7.7%	2.6%	0.0%
Narragansett	57.9%	10.5%	0.0%	0.0%	10.5%	15.8%	5.3%
Newport	37.5%	15.6%	18.8%	3.1%	15.6%	3.1%	6.3%
North Kingstown	58.8%	0.0%	0.0%	0.0%	35.3%	0.0%	5.9%
North Providence	50.0%	11.1%	0.0%	0.0%	16.7%	11.1%	11.1%
North Smithfield	57.1%	0.0%	0.0%	0.0%	0.0%	42.9%	0.0%
Pawtucket	80.4%	2.3%	9.3%	2.8%	3.7%	0.9%	0.5%
Portsmouth	56.5%	4.3%	2.2%	0.0%	30.4%	4.3%	2.2%
Providence	34.3%	13.5%	18.4%	4.5%	10.6%	2.4%	16.3%
Richmond	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RISP - All	29.1%	22.7%	2.9%	4.8%	25.6%	7.3%	7.7%
RISP - Chepachet	55.6%	9.5%	6.3%	1.6%	7.9%	15.9%	3.2%
RISP - Hope Valley	16.6%	27.8%	2.0%	5.3%	39.1%	4.0%	5.3%
RISP - HQ	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%
RISP - Lincoln	29.0%	22.2%	3.4%	4.8%	22.2%	7.7%	10.6%
RISP - Wickford	31.6%	26.3%	0.0%	7.0%	22.8%	5.3%	7.0%
Scituate	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Smithfield	71.4%	7.1%	0.0%	0.0%	14.3%	0.0%	7.1%
South Kingstown	38.3%	4.3%	4.3%	4.3%	34.0%	0.0%	14.9%
Tiverton	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Univ. of Rhode Island	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Warren	55.6%	0.0%	0.0%	0.0%	33.3%	11.1%	0.0%
Warwick	41.8%	7.5%	1.5%	0.0%	16.4%	25.4%	7.5%
West Greenwich	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
West Warwick	25.0%	25.0%	0.0%	8.3%	25.0%	0.0%	16.7%
Westerly	40.0%	26.7%	0.0%	0.0%	26.7%	0.0%	6.7%
Woonsocket	52.5%	5.0%	10.0%	0.0%	25.0%	2.5%	5.0%

Table 4.10 Basis for Search for Hispanic Motorists

Agency	Incident to Arrest	Probable Cause	Terry Frisk	Plain View Contraband	Odor of Drugs /Alcohol	Inventory Tow	Reasonable Suspicion
Statewide	52.4%	9.1%	6.1%	3.7%	12.7%	8.3%	7.8%
Barrington	33.3%	0.0%	33.3%	0.0%	33.3%	0.0%	0.0%
Bristol	33.3%	0.0%	0.0%	66.7%	0.0%	0.0%	0.0%
Burrillville	90.9%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%
Central Falls	81.7%	2.1%	0.5%	1.0%	4.2%	8.9%	1.6%
Coventry	50.0%	25.0%	0.0%	0.0%	0.0%	25.0%	0.0%
Cranston	37.5%	15.0%	5.0%	4.2%	25.0%	5.0%	8.3%
Cumberland	48.9%	0.0%	2.2%	0.0%	0.0%	46.7%	2.2%
East Greenwich	10.0%	20.0%	10.0%	0.0%	50.0%	0.0%	10.0%
East Providence	51.3%	13.2%	3.9%	1.3%	10.5%	10.5%	9.2%
Foster	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Glocester	25.0%	25.0%	0.0%	0.0%	50.0%	0.0%	0.0%
Hopkinton	26.7%	0.0%	13.3%	13.3%	26.7%	0.0%	20.0%
Jamestown	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Johnston	82.8%	3.4%	3.4%	0.0%	5.2%	5.2%	0.0%
Lincoln	39.1%	0.0%	0.0%	4.3%	30.4%	17.4%	8.7%
Little Compton	66.7%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%
Middletown	46.7%	20.0%	0.0%	6.7%	6.7%	13.3%	6.7%
Narragansett	68.4%	10.5%	0.0%	0.0%	5.3%	15.8%	0.0%
Newport	68.8%	6.3%	12.5%	0.0%	6.3%	6.3%	0.0%
North Kingstown	43.5%	0.0%	8.7%	4.3%	26.1%	13.0%	4.3%
North Providence	70.6%	17.6%	0.0%	0.0%	0.0%	11.8%	0.0%
North Smithfield	62.5%	25.0%	0.0%	0.0%	0.0%	0.0%	12.5%
Pawtucket	81.4%	6.1%	3.6%	1.1%	3.6%	3.6%	0.7%
Portsmouth	65.4%	0.0%	3.8%	0.0%	23.1%	7.7%	0.0%
Providence	33.3%	5.9%	18.0%	7.7%	12.4%	2.1%	20.6%
Richmond	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%
RISP - All	36.1%	17.6%	3.6%	5.2%	19.2%	9.5%	8.8%
RISP - Chepachet	64.6%	5.1%	5.1%	0.0%	5.1%	20.3%	0.0%
RISP - Hope Valley	11.0%	25.6%	3.7%	8.5%	25.6%	6.1%	19.5%
RISP - HQ	50.0%	0.0%	16.7%	16.7%	16.7%	0.0%	0.0%
RISP - Lincoln	33.8%	16.4%	3.4%	5.8%	23.7%	8.2%	8.7%
RISP - Wickford	40.4%	31.9%	0.0%	4.3%	12.8%	4.3%	6.4%
Scituate	60.0%	0.0%	0.0%	0.0%	40.0%	0.0%	0.0%
Smithfield	52.6%	21.1%	5.3%	10.5%	5.3%	0.0%	5.3%
South Kingstown	50.0%	0.0%	12.5%	0.0%	25.0%	0.0%	12.5%
Univ. of Rhode Island	50.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%
Warren	64.3%	0.0%	0.0%	7.1%	0.0%	28.6%	0.0%
Warwick	45.7%	7.4%	3.7%	0.0%	14.8%	28.4%	0.0%
West Greenwich	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%
West Warwick	25.0%	12.5%	6.3%	0.0%	43.8%	0.0%	12.5%
Westerly	40.0%	26.7%	6.7%	0.0%	6.7%	0.0%	20.0%
Woonsocket	61.0%	5.2%	3.9%	3.9%	7.8%	9.1%	9.1%

Racial Differences in Searches

As in previous research, we can compare the proportion of white drivers subject to a search against the proportion of non-white drivers subject to a search to determine if racial disparities exist in search practices. Unlike an analysis of racial disparities in traffic stops, examining racial disparities in search practices does not depend on establishing the correct “benchmark.” To understand disparities in search behavior we must answer the following two basic questions.

1. Of the motorists who are stopped, are non-whites searched proportionately more often than whites?
2. If racial differences are identified, are there legitimate explanations for the existence of such disparities?

Through a two-staged analysis, we begin to examine the relationship between the race of driver and whether or not the officer conducted a search during the traffic stops. This preliminary analysis compares the proportion of white drivers searched to the proportion of nonwhite drivers searched. Second, we examine the outcome of searches to determine if searches are more productive for certain groups.

Furthermore, the searches are examined according to the following search categories: **searches**, which includes all types of searches, **discretionary searches**, which includes all searches except those made incident to a lawful arrest, and **extra discretionary searches**, which includes all searches except those made incident to a lawful arrest and inventory/tow searches. While agencies within the state do not have consistent policies on inventory searches, the analysis in the tables below reflect these three categories which will allow agencies to assess the search patterns that represent those discretionary searches within their agency. For the most part, most agencies conducted a small number of searches over the period of the study (e.g., Little Compton officers only conducted 39 searches during the 17-month study period) and, therefore, analysis of searches in these communities should be viewed with caution. In cases where agencies conducted too few searches, discretionary searches, or extra discretionary searches to draw conclusions from, these agencies were excluded from the analysis of the search category.

Table 4.11a Proportion of White and Non-White Motorists Subject to *All Searches* (Sorted by Agency)

Agency	White Searches	% White	Non-White Searches	% Non-White	Absolute Disparity	Ratio
Average	138	2.8%	89	5.0%	2.2%	2.21
Statewide	5,939	2.6%	3,830	5.4%	2.8%	2.06
Barrington	63	0.9%	7	1.2%	0.3%	1.31
Bristol	73	1.5%	8	2.0%	0.5%	1.35
Burrillville	88	3.5%	13	10.7%	7.1%	3.03
Central Falls	98	6.9%	229	9.7%	2.8%	1.40
Charlestown	39	1.7%	9	4.7%	3.0%	2.80
Coventry	173	2.4%	10	2.8%	0.4%	1.15
Cranston	157	2.0%	207	4.2%	2.2%	2.10
Cumberland	253	5.7%	71	7.9%	2.2%	1.38
East Greenwich	72	1.7%	16	3.4%	1.7%	2.03
East Providence	304	3.0%	210	8.4%	5.4%	2.78
Glocester	60	1.7%	6	2.2%	0.5%	1.32
Hopkinton	126	2.7%	27	4.5%	1.8%	1.66
Jamestown	58	1.9%	11	4.2%	2.2%	2.17
Johnston	133	2.1%	98	4.7%	2.6%	2.23
Lincoln	101	6.1%	34	6.2%	0.1%	1.01
Little Compton	34	1.8%	5	5.6%	3.8%	3.10
Middletown	150	2.3%	55	3.8%	1.5%	1.66
Narragansett	246	5.2%	38	9.8%	4.6%	1.90
Newport	103	2.0%	48	4.4%	2.4%	2.19
North Kingstown	181	2.3%	43	4.8%	2.5%	2.11
North Providence	51	1.4%	35	2.1%	0.6%	1.46
North Smithfield	42	1.8%	15	1.8%	-0.1%	0.96
Pawtucket	262	2.6%	497	6.5%	4.0%	2.53
Portsmouth	296	3.5%	76	8.1%	4.5%	2.29
Providence	172	2.7%	633	5.5%	2.8%	2.07
Richmond	84	6.3%	3	3.2%	-3.2%	0.50
RISP - All	867	2.1%	929	4.7%	2.6%	2.22
RISP - Chepachet	108	1.3%	146	3.5%	2.2%	2.64
RISP - Hope Valley	253	2.4%	240	5.1%	2.7%	2.13
RISP - Lincoln	323	3.6%	425	6.7%	3.1%	1.88
RISP - Wickford	175	1.4%	109	2.6%	1.1%	1.77
Scituate	77	3.5%	9	5.1%	1.6%	1.46
Smithfield	124	2.0%	35	4.6%	2.5%	2.24
South Kingstown	202	2.5%	66	6.3%	3.8%	2.54
Tiverton	34	3.8%	2	3.4%	-0.4%	0.90
Warren	90	4.3%	24	10.4%	6.1%	2.41
Warwick	515	2.9%	157	5.5%	2.6%	1.90
West Warwick	157	2.0%	31	3.3%	1.3%	1.66
Westerly	281	5.8%	38	8.0%	2.2%	1.38
Woonsocket	136	3.9%	126	9.4%	5.6%	2.44

Note: Due to the small number of searches, the following agencies were excluded from the analysis: Foster, RISP – HQ, University of Rhode Island, and West Greenwich.

Table 4.11b Proportion of White and Non-White Motorists Subject to *All Searches* (Sorted by Disparity)

Agency	White Searches	% White	Non-White Searches	% Non-White	Absolute Disparity	Ratio
Average	138	2.8%	89	5.0%	2.2%	2.21
Statewide	5,939	2.6%	3,830	5.4%	2.8%	2.06
Burrillville	88	3.5%	13	10.7%	7.1%	3.03
Warren	90	4.3%	24	10.4%	6.1%	2.41
Woonsocket	136	3.9%	126	9.4%	5.6%	2.44
East Providence	304	3.0%	210	8.4%	5.4%	2.78
Narragansett	246	5.2%	38	9.8%	4.6%	1.90
Portsmouth	296	3.5%	76	8.1%	4.5%	2.29
Pawtucket	262	2.6%	497	6.5%	4.0%	2.53
Little Compton	34	1.8%	5	5.6%	3.8%	3.10
South Kingstown	202	2.5%	66	6.3%	3.8%	2.54
RISP - Lincoln	323	3.6%	425	6.7%	3.1%	1.88
Charlestown	39	1.7%	9	4.7%	3.0%	2.80
Providence	172	2.7%	633	5.5%	2.8%	2.07
Central Falls	98	6.9%	229	9.7%	2.8%	1.40
RISP - Hope Valley	253	2.4%	240	5.1%	2.7%	2.13
Warwick	515	2.9%	157	5.5%	2.6%	1.90
Johnston	133	2.1%	98	4.7%	2.6%	2.23
RISP - All	867	2.1%	929	4.7%	2.6%	2.22
North Kingstown	181	2.3%	43	4.8%	2.5%	2.11
Smithfield	124	2.0%	35	4.6%	2.5%	2.24
Newport	103	2.0%	48	4.4%	2.4%	2.19
Jamestown	58	1.9%	11	4.2%	2.2%	2.17
Westerly	281	5.8%	38	8.0%	2.2%	1.38
Cumberland	253	5.7%	71	7.9%	2.2%	1.38
Cranston	157	2.0%	207	4.2%	2.2%	2.10
RISP - Chepachet	108	1.3%	146	3.5%	2.2%	2.64
Hopkinton	126	2.7%	27	4.5%	1.8%	1.66
East Greenwich	72	1.7%	16	3.4%	1.7%	2.03
Scituate	77	3.5%	9	5.1%	1.6%	1.46
Middletown	150	2.3%	55	3.8%	1.5%	1.66
West Warwick	157	2.0%	31	3.3%	1.3%	1.66
RISP - Wickford	175	1.4%	109	2.6%	1.1%	1.77
North Providence	51	1.4%	35	2.1%	0.6%	1.46
Glocester	60	1.7%	6	2.2%	0.5%	1.32
Bristol	73	1.5%	8	2.0%	0.5%	1.35
Coventry	173	2.4%	10	2.8%	0.4%	1.15
Barrington	63	0.9%	7	1.2%	0.3%	1.31
Lincoln	101	6.1%	34	6.2%	0.1%	1.01
North Smithfield	42	1.8%	15	1.8%	-0.1%	0.96
Tiverton	34	3.8%	2	3.4%	-0.4%	0.90
Richmond	84	6.3%	3	3.2%	-3.2%	0.50

Note: Due to the small number of searches, the following agencies were excluded from the analysis: Foster, RISP – HQ, University of Rhode Island, and West Greenwich.

In Tables 4.11a and 4.11b, the proportion of white drivers and non-white drivers that are subject to a search are compared to each other and the absolute disparity is calculated based on the likelihood that non-white drivers are subject to searches when compared to their white counterpart. It is evident that in all but three Rhode Island communities (North Smithfield, Tiverton, and Richmond) non-white drivers are more likely to be searched. These results provide an interesting overview of all searches. However, some of the observed disparity shown in Tables 4.11a and 4.11b may be due to non-discretionary search practices, in which case it is important to examine those searches that fall under discretionary searches and extra discretionary searches as described earlier. For this reason, all analysis from this point forward is devoted to the examination of discretionary searches, excluding searches incident to a lawful arrest and/or excluding searches incident to an inventory/tow of a vehicle.

Before we describe any disparities found in discretionary and extra discretionary searches, it is important to note that because searches are such rare occurrences, the number of searches disaggregated by race and ethnicity are too small to analyze and interpret for a majority of the agencies in Rhode Island (see Appendix B for more information). Therefore, we limit our analysis on searches to non-white drivers to understand whether any disparities are found for drivers of color. Nevertheless, we recommend that those agencies which do search a large number of non-white drivers, particularly in discretionary and extra discretionary searches, to disaggregate their data by race and ethnicity in order to understand whether a particular racial/ethnic group is being subject to discriminatory search practices.

In the tables below, we examine the proportion of non-white drivers versus white drivers that are subject to a discretionary search. Since this excludes searches incident to arrest, the total number of searches statewide decreases from 5,939 to 3,054 for white drivers and from 3,830 to 1,977 for non-white drivers. The average disparity between white and non-white drivers also decreases from 2.2% to 0.9%. However, the odds of a non-white driver being searched are still almost twice that of a white driver according to the average ratio of 1.88. While this analysis should be viewed with caution, it should be noted that 30 jurisdictions continue to see racial disparities in searches, even after we exclude searches incident to arrest.

Table 4.12a Proportion of White and Non-White Motorists Subject to *Discretionary Searches* (Sorted by Agency)

Agency	White Searches	% White	Non-White Searches	% Non-White	Absolute Disparity	Ratio
Average	71	1.4%	46	2.3%	0.9%	1.88
Statewide	3054	1.3%	1977	2.8%	1.4%	2.07
Barrington	47	0.7%	4	0.7%	0.0%	1.00
Bristol	29	0.6%	5	1.2%	0.7%	2.13
Central Falls	24	1.7%	42	1.8%	0.1%	1.05
Charlestown	30	1.3%	6	3.1%	1.8%	2.42
Coventry	69	1.0%	2	0.6%	-0.4%	0.57
Cranston	96	1.2%	136	2.7%	1.5%	2.26
Cumberland	131	3.0%	40	4.5%	1.5%	1.50
East Greenwich	53	1.2%	14	3.0%	1.8%	2.41
East Providence	173	1.7%	118	4.7%	3.0%	2.75
Glocester	29	0.8%	3	1.1%	0.3%	1.36
Hopkinton	80	1.7%	15	2.5%	0.8%	1.46
Johnston	35	0.6%	20	1.0%	0.4%	1.73
Lincoln	66	4.0%	20	3.6%	-0.4%	0.91
Middletown	91	1.4%	29	2.0%	0.6%	1.44
Narragansett	119	2.5%	14	3.6%	1.1%	1.44
Newport	52	1.0%	25	2.3%	1.3%	2.26
North Kingstown	87	1.1%	21	2.4%	1.3%	2.15
North Providence	25	0.7%	14	0.8%	0.1%	1.19
North Smithfield	24	1.1%	6	0.7%	-0.3%	0.67
Pawtucket	41	0.4%	94	1.2%	0.8%	3.06
Portsmouth	86	1.0%	30	3.2%	2.2%	3.11
Providence	102	1.6%	431	3.7%	2.2%	2.38
RISP - All	599	1.5%	627	3.2%	1.7%	2.17
RISP - Chepachet	56	0.7%	58	1.4%	0.7%	2.03
RISP - Hope Valley	192	1.8%	203	4.3%	2.5%	2.37
RISP - Lincoln	242	2.7%	292	4.6%	1.9%	1.72
RISP - Wickford	107	0.9%	70	1.6%	0.8%	1.86
Smithfield	57	0.9%	14	1.8%	0.9%	1.95
South Kingstown	111	1.4%	39	3.7%	2.3%	2.73
Warren	36	1.7%	9	3.9%	2.2%	2.26
Warwick	283	1.6%	88	3.1%	1.5%	1.94
West Warwick	81	1.0%	23	2.4%	1.4%	2.38
Westerly	207	4.3%	23	4.9%	0.6%	1.13
Woonsocket	41	1.2%	54	4.0%	2.9%	3.47

Note: Due to the small number of searches, the following agencies were excluded from the analysis: Burrillville, Foster, Jamestown, Little Compton, Richmond, RISP – HQ, Scituate, Tiverton, Univ. of Rhode Island, and West Greenwich.

Table 4.12b Proportion of White and Non-White Motorists Subject to *Discretionary Searches* (Sorted by Disparity)

Agency	White Searches	% White	Non-White Searches	% Non-White	Absolute Disparity	Ratio
Average	71	1.4%	46	2.3%	0.9%	1.88
Statewide	3054	1.3%	1977	2.8%	1.4%	2.07
East Providence	173	1.7%	118	4.7%	3.0%	2.75
Woonsocket	41	1.2%	54	4.0%	2.9%	3.47
RISP - Hope Valley	192	1.8%	203	4.3%	2.5%	2.37
South Kingstown	111	1.4%	39	3.7%	2.3%	2.73
Warren	36	1.7%	9	3.9%	2.2%	2.26
Providence	102	1.6%	431	3.7%	2.2%	2.38
Portsmouth	86	1.0%	30	3.2%	2.2%	3.11
RISP - Lincoln	242	2.7%	292	4.6%	1.9%	1.72
Charlestown	30	1.3%	6	3.1%	1.8%	2.42
East Greenwich	53	1.2%	14	3.0%	1.8%	2.41
RISP - All	599	1.5%	627	3.2%	1.7%	2.17
Cranston	96	1.2%	136	2.7%	1.5%	2.26
Cumberland	131	3.0%	40	4.5%	1.5%	1.50
Warwick	283	1.6%	88	3.1%	1.5%	1.94
West Warwick	81	1.0%	23	2.4%	1.4%	2.38
Newport	52	1.0%	25	2.3%	1.3%	2.26
North Kingstown	87	1.1%	21	2.4%	1.3%	2.15
Narragansett	119	2.5%	14	3.6%	1.1%	1.44
Smithfield	57	0.9%	14	1.8%	0.9%	1.95
Pawtucket	41	0.4%	94	1.2%	0.8%	3.06
Hopkinton	80	1.7%	15	2.5%	0.8%	1.46
RISP - Wickford	107	0.9%	70	1.6%	0.8%	1.86
RISP - Chepachet	56	0.7%	58	1.4%	0.7%	2.03
Bristol	29	0.6%	5	1.2%	0.7%	2.13
Middletown	91	1.4%	29	2.0%	0.6%	1.44
Westerly	207	4.3%	23	4.9%	0.6%	1.13
Johnston	35	0.6%	20	1.0%	0.4%	1.73
Glocester	29	0.8%	3	1.1%	0.3%	1.36
North Providence	25	0.7%	14	0.8%	0.1%	1.19
Central Falls	24	1.7%	42	1.8%	0.1%	1.05
Barrington	47	0.7%	4	0.7%	0.0%	1.00
North Smithfield	24	1.1%	6	0.7%	-0.3%	0.67
Lincoln	66	4.0%	20	3.6%	-0.4%	0.91
Coventry	69	1.0%	2	0.6%	-0.4%	0.57

Note: Due to the small number of searches, the following agencies were excluded from the analysis: Burrillville, Foster, Jamestown, Little Compton, Richmond, RISP – HQ, Scituate, Tiverton, Univ. of Rhode Island, and West Greenwich.

Because a number of law enforcement agencies have policies, which limit officer discretion in the decision to conduct an inventory search of a vehicle prior to it being impounded or towed, it is important to analyze racial disparities in searches that exclude these types of searches. This allows agencies and their respective communities to identify whether or not racial disparities are evident in those searches that are discretionary based rather than influenced by other policies or practices within the agency. For this reason, we have conducted a separate analysis on these **extra discretionary searches**, which excludes those searches incident to an arrest and searches following an inventory/tow of a vehicle.

Tables 4.13a and 4.13b provide a breakdown of extra discretionary searches, where the total number of searches statewide decreases to 2,494 for white drivers and to 1,682 for non-white drivers. The average disparity between white and non-white drivers decreases from 2.2% for all searches, to 0.9% for discretionary searches (only excluding incident to arrest), and to 0.7% for the extra discretionary searches. So, while racial differences in searches are even further reduced when we exclude searches incident to arrest and inventory tows from the analysis, the odds of a non-white driver being searched are still slightly larger than that of a white driver. Twenty-seven jurisdictions continue to see racial disparities in searches, even after we exclude searches incident to arrest and searches incident to the inventory/tow of a vehicle. The biggest change that emerges when we exclude both searches incident to arrest and inventory searches is that racial disparities in searches decrease or become non-existent for particular communities. For example, in Warwick, the racial disparity is 1.5% (ratio 1.94) for discretionary searches, but is reduced to 0.6% (ratio of 1.75) when we additionally remove inventory/tow searches from the analysis. However, for other agencies, racial disparities in searches remain. For example, the racial disparity in South Kingstown persists with a racial disparity of 2.3 and 2.4 for discretionary and extra discretionary searches, respectively, despite removing both incident to arrest and inventory searches from the analysis.

Table 4.13a Proportion of White and Non-White Motorists Subject to *Extra* Discretionary Searches (Sorted by Agency)

Agency	White Searches	% White	Non-White Searches	% Non-White	Absolute Disparity	Ratio
Average	58	1.2%	39	1.9%	0.7%	2.05
Statewide	2,494	1.1%	1,682	2.4%	1.3%	2.16
Barrington	41	0.6%	3	0.5%	-0.1%	0.86
Bristol	25	0.5%	3	0.7%	0.2%	1.48
Central Falls	20	1.4%	21	0.9%	-0.5%	0.63
Charlestown	30	1.3%	6	3.1%	1.8%	2.42
Coventry	54	0.8%	1	0.3%	-0.5%	0.37
Cranston	90	1.1%	125	2.5%	1.4%	2.21
East Greenwich	48	1.1%	14	3.0%	1.9%	2.66
East Providence	146	1.4%	95	3.8%	2.3%	2.62
Glocester	29	0.8%	3	1.1%	0.3%	1.36
Hopkinton	65	1.4%	15	2.5%	1.1%	1.79
Johnston	15	0.2%	13	0.6%	0.4%	2.62
Lincoln	57	3.5%	15	2.7%	-0.7%	0.79
Middletown	76	1.2%	26	1.8%	0.6%	1.55
Narragansett	71	1.5%	8	2.1%	0.6%	1.38
Newport	44	0.9%	23	2.1%	1.2%	2.46
North Kingstown	74	0.9%	18	2.0%	1.1%	2.16
North Providence	20	0.6%	10	0.6%	0.0%	1.06
Pawtucket	34	0.3%	82	1.1%	0.7%	3.22
Portsmouth	72	0.9%	26	2.8%	1.9%	3.22
Providence	96	1.5%	417	3.6%	2.1%	2.44
RISP - All	546	1.3%	551	2.8%	1.4%	2.09
RISP - Chepachet	41	0.5%	32	0.8%	0.3%	1.53
RISP - Hope Valley	178	1.7%	191	4.0%	2.4%	2.41
RISP - Lincoln	227	2.5%	259	4.1%	1.6%	1.63
RISP - Wickford	99	0.8%	65	1.5%	0.7%	1.87
Smithfield	57	0.9%	14	1.8%	0.9%	1.95
South Kingstown	110	1.3%	39	3.7%	2.4%	2.75
Warren	31	1.5%	4	1.7%	0.2%	1.17
Warwick	153	0.9%	43	1.5%	0.6%	1.75
West Warwick	77	1.0%	22	2.3%	1.3%	2.40
Westerly	207	4.3%	23	4.9%	0.6%	1.13
Woonsocket	35	1.0%	45	3.4%	2.4%	3.39

Note: Due to the small number of searches, the following agencies were excluded from the analysis: Burrillville, Cumberland, Foster, Jamestown, Little Compton, North Smithfield, Richmond, RISP – HQ, Scituate, Tiverton, Univ. of Rhode Island, and West Greenwich.

Table 4.13b Proportion of White and Non-White Motorists Subject to *Extra* Discretionary Searches (Sorted by Disparity)

Agency	White Searches	% White	Non-White Searches	% Non-White	Absolute Disparity	Ratio
Average	58	1.2%	39	1.9%	0.7%	2.05
Statewide	2494	1.1%	1682	2.4%	1.3%	2.16
Woonsocket	35	1.0%	45	3.4%	2.4%	3.39
RISP - Hope Valley	178	1.7%	191	4.0%	2.4%	2.41
South Kingstown	110	1.3%	39	3.7%	2.4%	2.75
East Providence	146	1.4%	95	3.8%	2.3%	2.62
Providence	96	1.5%	417	3.6%	2.1%	2.44
Portsmouth	72	0.9%	26	2.8%	1.9%	3.22
East Greenwich	48	1.1%	14	3.0%	1.9%	2.66
Charlestown	30	1.3%	6	3.1%	1.8%	2.42
RISP - Lincoln	227	2.5%	259	4.1%	1.6%	1.63
RISP - All	546	1.3%	551	2.8%	1.4%	2.09
Cranston	90	1.1%	125	2.5%	1.4%	2.21
West Warwick	77	1.0%	22	2.3%	1.3%	2.40
Newport	44	0.9%	23	2.1%	1.2%	2.46
Hopkinton	65	1.4%	15	2.5%	1.1%	1.79
North Kingstown	74	0.9%	18	2.0%	1.1%	2.16
Smithfield	57	0.9%	14	1.8%	0.9%	1.95
Pawtucket	34	0.3%	82	1.1%	0.7%	3.22
RISP - Wickford	99	0.8%	65	1.5%	0.7%	1.87
Warwick	153	0.9%	43	1.5%	0.6%	1.75
Middletown	76	1.2%	26	1.8%	0.6%	1.55
Narragansett	71	1.5%	8	2.1%	0.6%	1.38
Westerly	207	4.3%	23	4.9%	0.6%	1.13
Johnston	15	0.2%	13	0.6%	0.4%	2.62
Glocester	29	0.8%	3	1.1%	0.3%	1.36
RISP - Chepachet	41	0.5%	32	0.8%	0.3%	1.53
Warren	31	1.5%	4	1.7%	0.2%	1.17
Bristol	25	0.5%	3	0.7%	0.2%	1.48
North Providence	20	0.6%	10	0.6%	0.0%	1.06
Barrington	41	0.6%	3	0.5%	-0.1%	0.86
Coventry	54	0.8%	1	0.3%	-0.5%	0.37
Central Falls	20	1.4%	21	0.9%	-0.5%	0.63
Lincoln	57	3.5%	15	2.7%	-0.7%	0.79

Note: Due to the small number of searches, the following agencies were excluded from the analysis: Burrillville, Cumberland, Foster, Jamestown, Little Compton, North Smithfield, Richmond, RISP – HQ, Scituate, Tiverton, Univ. of Rhode Island, and West Greenwich.

Using data from the 2004-2005 study, the tables below examine the disparity in the proportion of white and non-white motorists subject to a discretionary search (Table 4.14) and extra discretionary search (Table 4.15) in comparison to the data collected in the present study. It is important to determine whether changes have occurred over time to see if there has been any improvement in search practices. However, some agencies have been excluded in the analysis due to insufficient data, because data for the agency was not collected in the previous study, or because data for the agency was not collected in the current study.

According to discretionary search data from thirty-six local agencies and four State Police barracks shown in Table 4.14, it is clear that there were notable changes across many of these agencies since the previous study was conducted. In particular, twenty-one agencies reduced their disparity with three of these agencies showing a change in the direction of their disparity. For example, North Smithfield previously had a 4.2% disparity between non-white and white motorists that were subject to a discretionary search according to the 2004-2005 study. More recently, North Smithfield reduced their disparity to -0.3% and, therefore, white motorists were slightly more likely to experience a discretionary search than non-white motorists.

Table 4.15 compares the racial differences in **extra discretionary searches** for twenty-seven municipal agencies and four State Police barracks. Similar to the statewide patterns found in discretionary searches, the absolute disparity for fourteen agencies decreased since 2005. However, sixteen agencies demonstrated an increase in disparity between white and non-white motorists subject to an extra discretionary search (see Figure 4.3). Clearly, racially disparate search practices still exist in some communities with room for improvement when it comes to extra discretionary searches.

Given the changes across different agencies in their level of disparity since the 2004-2005 study took place, it is unclear as to why some agencies experienced a decrease in their level of disparity and others an increase in their level of disparity. Possible explanations include changes within the agency with regards to leadership, training, and/or their search policies and practices. Each agency should examine their search data carefully to determine what might have led to these changes and work to improve upon them.

Table 4.14 Comparison of White and Non-White Discretionary Searches, 2004-2005 and 2013-2014 Study

Agency	2004-2005 Traffic Stops			2013-2014 Traffic Stops			2004-2005 Study			2013-2014 Study		
	White Searches	%	Non-White Searches	%	Ratio	White Searches	%	Non-White Searches	%	Ratio	Absolute Disparity	Absolute Disparity
Average	153	2.9%	75	4.8%	1.7	71	1.4%	46	2.3%	1.88	1.9%	0.9%
Total Statewide	6,613	2.9%	3,237	5.9%	2.0	3,054	1.3%	1,977	2.8%	2.1	3.0%	1.4%
Barrington	21	0.8%	0	0.0%	0.0	47	0.7%	4	0.7%	1.0	-0.8%	0.0%
Bristol	322	5.2%	29	10.4%	2.0	29	0.6%	5	1.2%	2.1	5.1%	0.7%
Central Falls	74	4.2%	154	5.7%	1.3	24	1.7%	42	1.8%	1.9	1.4%	0.1%
Charlestown	33	1.4%	8	4.6%	3.3	30	1.3%	6	3.1%	1.1	3.1%	1.8%
Coventry	164	2.6%	12	4.0%	1.5	69	1.0%	2	0.6%	2.4	1.4%	-0.4%
Cranston	230	3.4%	132	4.4%	1.3	96	1.2%	136	2.7%	0.6	1.0%	1.5%
Cumberland	105	1.9%	28	3.5%	1.8	131	3.0%	40	4.5%	2.3	1.6%	1.5%
East Greenwich	210	6.4%	32	9.7%	1.5	53	1.2%	14	3.0%	1.5	3.2%	1.8%
East Providence	653	5.6%	334	8.7%	1.5	173	1.7%	118	4.7%	2.4	3.0%	3.0%
Glocester	51	1.5%	0	0.0%	0.0	29	0.8%	3	1.1%	2.7	-1.5%	0.3%
Hopkinton	62	2.0%	15	5.3%	2.6	80	1.7%	15	2.5%	1.4	3.2%	0.8%
Johnston	124	1.6%	53	3.0%	1.9	35	0.6%	20	1.0%	1.5	1.4%	0.4%
Lincoln	41	2.3%	14	3.0%	1.3	66	4.0%	20	3.6%	0.6	0.7%	-0.4%
Middletown	103	1.8%	12	2.2%	1.2	91	1.4%	29	2.0%	1.7	0.4%	0.6%
Narragansett	86	1.9%	7	2.1%	1.1	119	2.5%	14	3.6%	0.9	0.2%	1.1%
Newport	118	1.7%	46	4.1%	2.4	52	1.0%	25	2.3%	1.1	2.4%	1.3%
North Kingstown	155	1.8%	30	3.8%	2.1	87	1.1%	21	2.4%	1.4	1.9%	1.3%
North Providence	108	2.1%	74	4.5%	2.1	25	0.7%	14	0.8%	1.4	2.4%	0.1%
North Smithfield	127	5.3%	66	9.6%	1.8	24	1.1%	6	0.7%	2.3	4.2%	-0.3%
Pawtucket	49	0.5%	59	1.2%	2.4	41	0.4%	94	1.2%	2.1	0.7%	0.8%
Portsmouth	163	2.8%	22	3.7%	1.3	86	1.0%	30	3.2%	1.2	0.8%	2.2%
Providence	571	8.7%	1089	13.5%	1.5	102	1.6%	431	3.7%	0.7	4.8%	2.2%
RISP - Chepachet	136	0.8%	110	3.6%	4.5	56	0.7%	58	1.4%	2.0	2.8%	0.7%
RISP - Hope Valley	67	2.5%	47	4.5%	1.8	192	1.8%	203	4.3%	2.4	2.0%	2.5%
RISP - Lincoln	184	2.1%	15	5.6%	2.6	242	2.7%	292	4.6%	1.7	3.5%	1.9%
RISP - Wickford	183	1.3%	128	2.2%	1.6	18	0.8%	2	1.1%	1.9	0.9%	0.8%
Smithfield	66	1.1%	10	1.7%	1.5	57	0.9%	14	1.8%	2.0	0.6%	0.9%
South Kingstown	86	0.6%	23	1.3%	2.2	111	1.4%	39	3.7%	2.7	0.7%	2.3%
Warren	153	3.4%	35	11.6%	3.4	36	1.7%	9	3.9%	2.3	8.1%	2.2%
Warwick	836	5.9%	215	9.9%	1.7	283	1.6%	88	3.1%	1.9	4.0%	1.5%
West Warwick	153	4.3%	29	7.4%	1.7	81	1.0%	23	2.4%	2.4	3.1%	1.4%
Westerly	65	2.7%	7	3.2%	1.2	207	4.3%	23	4.9%	1.1	0.4%	0.6%

Agency	2004-2005 Traffic Stops			2013-2014 Traffic Stops			2004-2005 Traffic Stops Absolute Disparity	2013-2014 Traffic Stops Absolute Disparity
	White Searches	Non-White Searches	Ratio	White Searches	Non-White Searches	Ratio		
Woonsocket	295	162	1.6	41	54	3.5	3.3%	2.9%

Note: Due to the small number of searches, the following agencies were excluded from the analysis: Burrillville, Foster, Jamestown, Little Compton, Richmond, Scituate, Tiverton, and West Greenwich. Data was not collected for RISP – HQ and the University of Rhode Island in the 2004-2005 study. Because data was not collected for RISP – HQ in the 2004-2005 study, RISP – All was not included in the table for comparison.

Figure 4.2 Comparison of White and Non-White Discretionary Searches, 2004-2005 and 2013-2014 Study

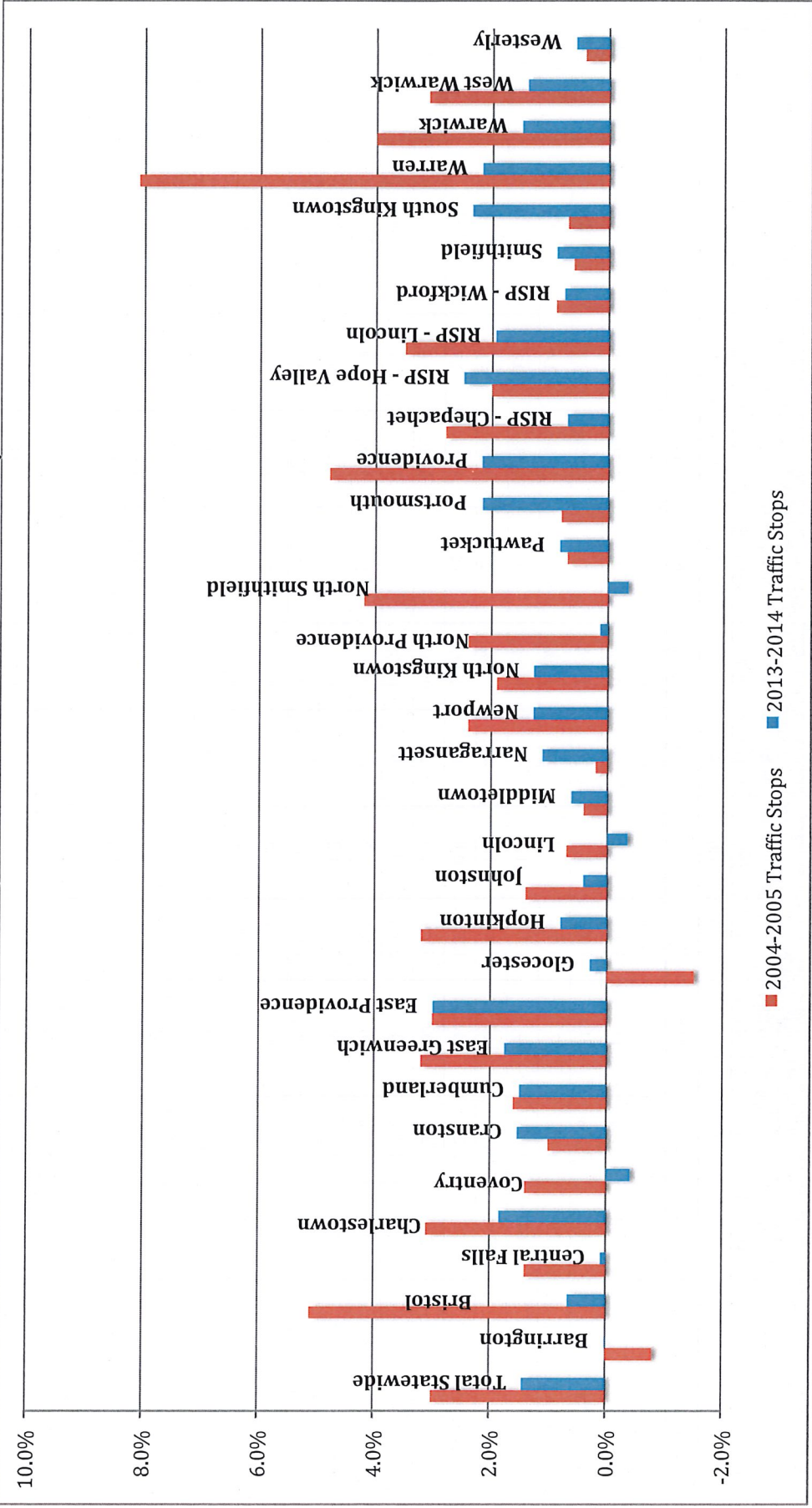


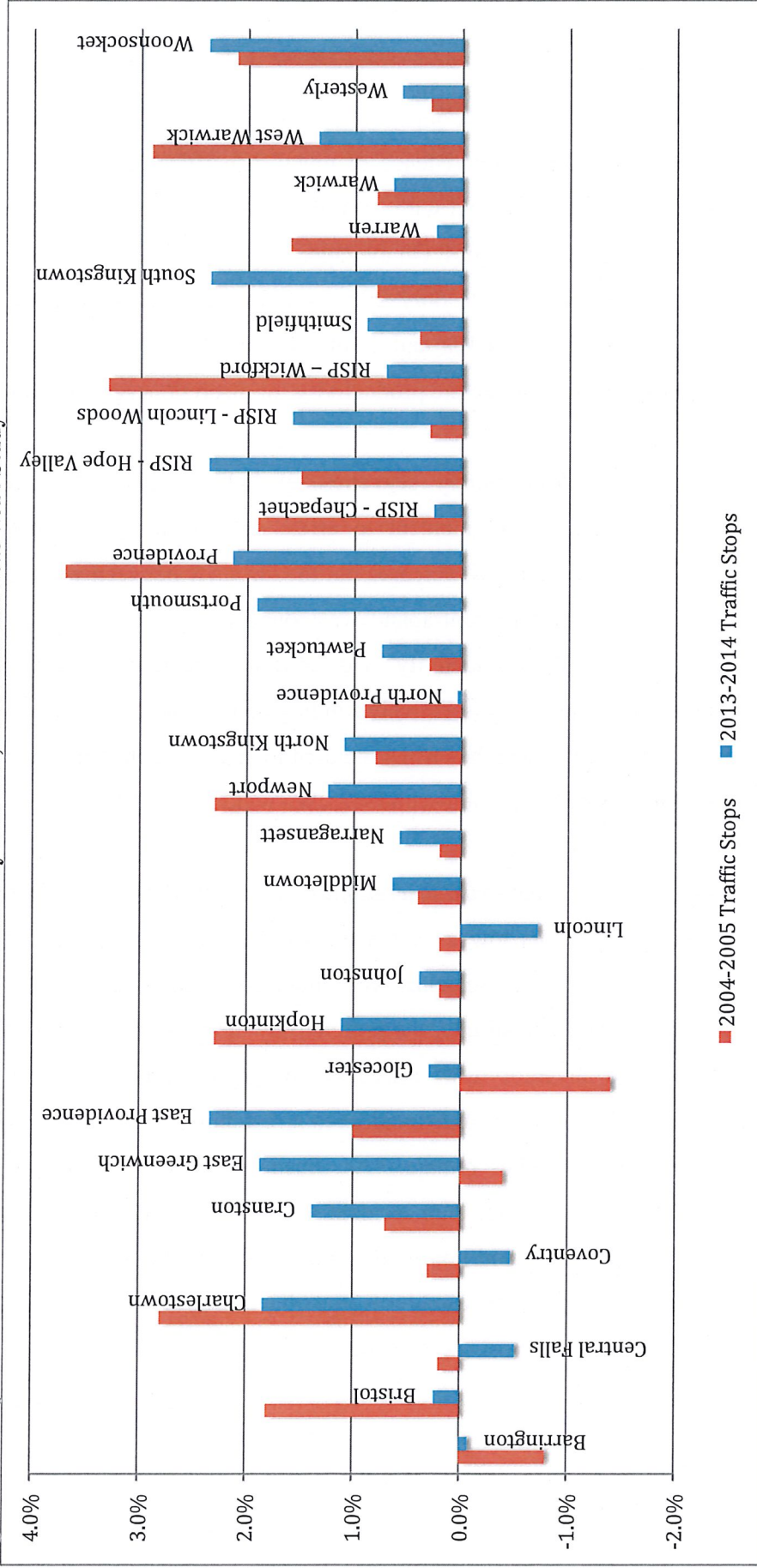
Table 4.15 Comparison of White and Non-White *Extra Discretionary* Searches, 2004-2005 and 2013-2014 Study

Agency	2004-2005 Traffic Stops				2013-2014 Traffic Stops				2004-2005 Study Absolute Disparity		2013-2014 Study Absolute Disparity	
	White Searches	%	Non-White Searches	%	White Searches	%	Non-White Searches	%	Ratio	Ratio	Absolute Disparity	Absolute Disparity
Average	97	1.9%	50	2.7%	58	1.2%	39	1.9%	2.0	2.0	0.9%	0.7%
Statewide	4,198	1.8%	2,185	4.0%	2,494	1.1%	1,682	2.4%	2.2	2.2	2.2%	1.3%
Barrington	21	0.8%	0	0.0%	41	0.6%	3	0.5%	0.9	0.9	-0.8%	-0.1%
Bristol	132	2.1%	11	3.9%	25	0.5%	3	0.7%	1.5	1.5	1.8%	0.2%
Central Falls	43	2.5%	71	2.6%	20	1.4%	21	0.9%	0.6	0.6	0.2%	-0.5%
Charlestown	29	1.3%	7	4.0%	30	1.3%	6	3.1%	2.4	2.4	2.8%	1.8%
Coventry	64	1.0%	4	1.3%	54	0.8%	1	0.3%	0.4	0.4	0.3%	-0.5%
Cranston	214	3.1%	114	3.8%	90	1.1%	125	2.5%	2.2	2.2	0.7%	1.4%
East Greenwich	73	2.2%	6	1.8%	48	1.1%	14	3.0%	2.7	2.7	-0.4%	1.9%
East Providence	375	3.2%	162	4.2%	146	1.4%	95	3.8%	2.6	2.6	1.0%	2.3%
Glocester	48	1.4%	0	0.0%	29	0.8%	3	1.1%	1.4	1.4	-1.4%	0.3%
Hopkinton	38	1.2%	10	3.5%	65	1.4%	15	2.5%	1.8	1.8	2.3%	1.1%
Johnston	76	1.0%	20	1.2%	15	0.2%	13	0.6%	2.6	2.6	0.2%	0.4%
Lincoln	32	1.8%	9	1.9%	57	3.5%	15	2.7%	0.8	0.8	0.2%	-0.7%
Middletown	42	0.7%	6	1.1%	76	1.2%	26	1.8%	1.6	1.6	0.4%	0.6%
Narragansett	84	1.9%	7	2.1%	71	1.5%	8	2.1%	1.4	1.4	0.2%	0.6%
Newport	107	1.5%	43	3.8%	44	0.9%	23	2.1%	2.5	2.5	2.3%	1.2%
North Kingstown	89	1.1%	15	1.9%	74	0.9%	18	2.0%	2.2	2.2	0.8%	1.1%
North Providence	70	1.3%	37	2.2%	20	0.6%	10	0.6%	1.1	1.1	0.9%	0.0%
Pawtucket	39	0.4%	34	0.7%	34	0.3%	82	1.1%	3.2	3.2	0.3%	0.7%
Portsmouth	58	1.0%	6	1.0%	72	0.9%	26	2.8%	3.2	3.2	0.0%	1.9%
Providence	535	8.1%	953	11.8%	96	1.5%	417	3.6%	2.4	2.4	3.7%	2.1%
RISP - Chepachet	53	0.6%	33	2.5%	41	0.5%	32	0.8%	1.5	1.5	1.9%	0.3%
RISP - Hope Valley	201	1.9%	130	3.4%	178	1.7%	191	4.0%	2.4	2.4	1.5%	2.4%
RISP - Lincoln Woods	111	1.1%	72	1.4%	227	2.5%	259	4.1%	1.6	1.6	0.3%	1.6%
RISP - Wickford	148	1.7%	112	4.9%	99	0.8%	65	1.5%	1.9	1.9	3.3%	0.7%
Smithfield	58	0.9%	8	1.3%	57	0.9%	14	1.8%	2.0	2.0	0.4%	0.9%
South Kingstown	82	0.6%	23	1.3%	110	1.3%	39	3.7%	2.8	2.8	0.8%	2.4%
Warren	48	1.1%	8	2.6%	31	1.5%	4	1.7%	1.2	1.2	1.6%	0.2%
Warwick	345	2.4%	70	3.2%	153	0.9%	43	1.5%	1.8	1.8	0.8%	0.6%
West Warwick	98	2.7%	22	5.6%	77	1.0%	22	2.3%	2.4	2.4	2.9%	1.3%

Agency	2004-2005 Traffic Stops			2013-2014 Traffic Stops			2004-2005 Study Absolute Disparity	2013-2014 Study Absolute Disparity
	White Searches	%	Ratio	White Searches	%	Ratio		
Westerly	58	2.4%	1.1	23	4.3%	1.1	0.3%	0.6%
Woonsocket	194	3.4%	1.6	45	1.0%	3.4	2.1%	2.4%

Note: Due to the small number of searches, these agencies were excluded from the analysis: Barrington, Bristol, Burrillville, Charlestown, Cumberland, East Greenwich, Jamestown, Johnston, Little Compton, North Providence, North Smithfield, Richmond, Scituate, Tiverton, Warren, and West Greenwich. Data was not collected for RISP – HQ and the University of Rhode Island in the 2004-2005 study. Because data was not collected for RISP – HQ in the 2004-2005 study, RISP – All was not included in the table for comparison.

Figure 4.3 Comparison of White and Non-White Extra Discretionary Searches, 2004-2005 and 2013-2014 Study



Productivity of Searches

Alternatively, we examine the outcome of searches to determine if searches are more productive for certain groups to evaluate the existence of racial disparities in searches. If non-white drivers are disproportionately searched but found with contraband at a lower rate than whites, departments should carefully look at their search strategies. On average, 37.0% of all searches of white motorists resulted in the police finding contraband while only 29.5% of the searches of non-white motorists resulted in contraband being found (Tables 4.16a and 4.16b). Before drawing too many conclusions about these disparities it is important to examine the productivity for discretionary and extra discretionary searches.

Looking at only **discretionary searches** (excluding incident to arrest searches) and extra discretionary searches (excluding incident to arrest and inventory searches), the average level of productivity found in these searches increases but the disparity between white drivers where contraband was found and non-white where contraband was found decreases for both search categories. Tables 4.17a and 4.17b examine the productivity of discretionary searches with 50.5% and 40.5% of white searches and non-white searches, respectively, finding contraband on average. While these tables depict an increase in productivity of searches when incident to arrest searches are excluded, the disparity in the productivity of white searches and non-white searches widens to -10.1%.

To address concerns that **extra discretionary searches**, those searches that do not include either incident to arrest or inventory/tow as a reason for the search, may result in very different search outcomes than less discretionary searches we conducted an additional race and productivity analysis (Tables 4.18a and 4.18b). Interestingly, the productivity of extra discretionary searches (excluding both incident to arrest and inventory/tow searches) are greatly improved over either all searches or discretionary searches that only exclude incident to arrest, but the racial disparities between productivity of white and non-white searches remain. As illustrated in Tables 4.18a and 4.18b, when officers conduct searches for reasons other than incident to arrest or an inventory/tow, whites are found with contraband 57.3% of the time and non-whites are found with contraband only 44.7% of the time, on average. As mentioned earlier, these analyses must be viewed with caution since we are dealing with a small numbers of searches for most communities.

Table 4.16a Productivity of All Searches by Race (Sorted by Agency)

Agency	White Searches			Non-White Searches			Absolute Disparity
	Total	Contraband Found	% Contraband Found	Total	Contraband Found	% Contraband Found	
Average	138	54	37.0%	89	28	29.5%	-7.5%
Statewide	5,939	2,253	37.9%	3,830	1,191	31.1%	-6.8%
Barrington	63	36	57.1%	7	3	42.9%	-14.3%
Bristol	73	29	39.7%	8	4	50.0%	10.3%
Burrillville	88	42	47.7%	13	6	46.2%	-1.6%
Central Falls	98	19	19.4%	229	30	13.1%	-6.3%
Charlestown	39	22	56.4%	9	3	33.3%	-23.1%
Coventry	173	49	28.3%	10	0	0.0%	-28.3%
Cranston	157	64	40.8%	207	76	36.7%	-4.0%
Cumberland	253	48	19.0%	71	5	7.0%	-11.9%
East Greenwich	72	25	34.7%	16	5	31.3%	-3.5%
East Providence	304	130	42.8%	210	67	31.9%	-10.9%
Glocester	60	24	40.0%	6	2	33.3%	-6.7%
Hopkinton	126	51	40.5%	27	10	37.0%	-3.4%
Jamestown	58	23	39.7%	11	2	18.2%	-21.5%
Johnston	133	21	15.8%	98	9	9.2%	-6.6%
Lincoln	101	28	27.7%	34	16	47.1%	19.3%
Little Compton	34	18	52.9%	5	1	20.0%	-32.9%
Middletown	150	60	40.0%	55	16	29.1%	-10.9%
Narragansett	246	50	20.3%	38	4	10.5%	-9.8%
Newport	103	28	27.2%	48	12	25.0%	-2.2%
North Kingstown	181	68	37.6%	43	8	18.6%	-19.0%
North Providence	51	10	19.6%	35	3	8.6%	-11.0%
North Smithfield	42	6	14.3%	15	2	13.3%	-1.0%
Pawtucket	262	72	27.5%	497	153	30.8%	3.3%
Portsmouth	296	92	31.1%	76	11	14.5%	-16.6%
Providence	172	36	20.9%	633	161	25.4%	4.5%
Richmond	84	43	51.2%	3	1	33.3%	-17.9%
RISP - All	867	478	55.1%	929	409	44.0%	-11.1%
RISP - Chepachet	108	39	36.1%	146	27	18.5%	-17.6%
RISP - Hope Valley	253	165	65.2%	240	132	55.0%	-10.2%
RISP - Lincoln	323	192	59.4%	425	202	47.5%	-11.9%
RISP - Wickford	175	80	45.7%	109	43	39.4%	-6.3%
Scituate	77	15	19.5%	9	3	33.3%	13.9%
Smithfield	124	44	35.5%	35	11	31.4%	-4.1%
South Kingstown	202	114	56.4%	66	25	37.9%	-18.6%
Tiverton	34	14	41.2%	2	0	0.0%	-41.2%
Warren	90	27	30.0%	24	3	12.5%	-17.5%
Warwick	515	168	32.6%	157	53	33.8%	1.1%
West Warwick	157	70	44.6%	31	13	41.9%	-2.7%
Westerly	281	164	58.4%	38	16	42.1%	-16.3%
Woonsocket	136	43	31.6%	126	45	35.7%	4.1%

Note: Due to the small number of searches, the following agencies were excluded from the analysis: Foster, RISP – HQ, University of Rhode Island, and West Greenwich.

Table 4.16b Productivity of All Searches by Race (Sorted by Disparity)

Agency	White Searches			Non-White Searches			Absolute Disparity
	Total	Contraband Found	% Contraband Found	Total	Contraband Found	% Contraband Found	
Average	138	54	37.0%	89	28	29.5%	-7.5%
Statewide	5,939	2,253	37.9%	3,830	1,191	31.1%	-6.8%
Lincoln	101	28	27.7%	34	16	47.1%	19.3%
Scituate	77	15	19.5%	9	3	33.3%	13.9%
Bristol	73	29	39.7%	8	4	50.0%	10.3%
Providence	172	36	20.9%	633	161	25.4%	4.5%
Woonsocket	136	43	31.6%	126	45	35.7%	4.1%
Pawtucket	262	72	27.5%	497	153	30.8%	3.3%
Warwick	515	168	32.6%	157	53	33.8%	1.1%
North Smithfield	42	6	14.3%	15	2	13.3%	-1.0%
Burrillville	88	42	47.7%	13	6	46.2%	-1.6%
Newport	103	28	27.2%	48	12	25.0%	-2.2%
West Warwick	157	70	44.6%	31	13	41.9%	-2.7%
Hopkinton	126	51	40.5%	27	10	37.0%	-3.4%
East Greenwich	72	25	34.7%	16	5	31.3%	-3.5%
Cranston	157	64	40.8%	207	76	36.7%	-4.0%
Smithfield	124	44	35.5%	35	11	31.4%	-4.1%
RISP - Wickford	175	80	45.7%	109	43	39.4%	-6.3%
Central Falls	98	19	19.4%	229	30	13.1%	-6.3%
Johnston	133	21	15.8%	98	9	9.2%	-6.6%
Glocester	60	24	40.0%	6	2	33.3%	-6.7%
Narragansett	246	50	20.3%	38	4	10.5%	-9.8%
RISP - Hope Valley	253	165	65.2%	240	132	55.0%	-10.2%
East Providence	304	130	42.8%	210	67	31.9%	-10.9%
Middletown	150	60	40.0%	55	16	29.1%	-10.9%
North Providence	51	10	19.6%	35	3	8.6%	-11.0%
RISP - All	867	478	55.1%	929	409	44.0%	-11.1%
RISP - Lincoln	323	192	59.4%	425	202	47.5%	-11.9%
Cumberland	253	48	19.0%	71	5	7.0%	-11.9%
Barrington	63	36	57.1%	7	3	42.9%	-14.3%
Westerly	281	164	58.4%	38	16	42.1%	-16.3%
Portsmouth	296	92	31.1%	76	11	14.5%	-16.6%
Warren	90	27	30.0%	24	3	12.5%	-17.5%
RISP - Chepachet	108	39	36.1%	146	27	18.5%	-17.6%
Richmond	84	43	51.2%	3	1	33.3%	-17.9%
South Kingstown	202	114	56.4%	66	25	37.9%	-18.6%
North Kingstown	181	68	37.6%	43	8	18.6%	-19.0%
Jamestown	58	23	39.7%	11	2	18.2%	-21.5%
Charlestown	39	22	56.4%	9	3	33.3%	-23.1%
Coventry	173	49	28.3%	10	0	0.0%	-28.3%
Little Compton	34	18	52.9%	5	1	20.0%	-32.9%
Tiverton	34	14	41.2%	2	0	0.0%	-41.2%

Note: Due to the small number of searches, the following agencies were excluded from the analysis: Foster, RISP – HQ, University of Rhode Island, and West Greenwich.

Table 4.17a Productivity of Discretionary Searches by Race (Sorted by Agency)

Agency	White Searches			Non-White Searches			Absolute Disparity
	Total	Contraband Found	% Contraband Found	Total	Contraband Found	% Contraband Found	
Average	71	38	50.5%	46	20	40.5%	-10.1%
Statewide	3,054	1,612	52.8%	1,977	844	42.7%	-10.1%
Barrington	47	32	68.1%	4	2	50.0%	-18.1%
Bristol	29	19	65.5%	5	4	80.0%	14.5%
Central Falls	24	8	33.3%	42	7	16.7%	-16.7%
Charlestown	30	20	66.7%	6	3	50.0%	-16.7%
Coventry	69	33	47.8%	2	0	0.0%	-47.8%
Cranston	96	55	57.3%	136	59	43.4%	-13.9%
Cumberland	131	18	13.7%	40	1	2.5%	-11.2%
East Greenwich	53	24	45.3%	14	5	35.7%	-9.6%
East Providence	173	102	59.0%	118	53	44.9%	-14.0%
Glocester	29	19	65.5%	3	0	0.0%	-65.5%
Hopkinton	80	44	55.0%	15	7	46.7%	-8.3%
Johnston	35	13	37.1%	20	5	25.0%	-12.1%
Lincoln	66	21	31.8%	20	9	45.0%	13.2%
Middletown	91	48	52.7%	29	9	31.0%	-21.7%
Narragansett	119	35	29.4%	14	2	14.3%	-15.1%
Newport	52	21	40.4%	25	5	20.0%	-20.4%
North Kingstown	87	45	51.7%	21	6	28.6%	-23.2%
North Providence	25	5	20.0%	14	2	14.3%	-5.7%
North Smithfield	24	6	25.0%	6	1	16.7%	-8.3%
Pawtucket	41	21	51.2%	94	56	59.6%	8.4%
Portsmouth	86	49	57.0%	30	8	26.7%	-30.3%
Providence	102	24	23.5%	431	128	29.7%	6.2%
RISP - All	599	401	66.9%	627	347	55.3%	-11.6%
RISP - Chepachet	56	29	51.8%	58	20	34.5%	-17.3%
RISP - Hope Valley	192	134	69.8%	203	119	58.6%	-11.2%
RISP - Lincoln	242	166	68.6%	292	168	57.5%	-11.1%
RISP - Wickford	107	71	66.4%	70	38	54.3%	-12.1%
Smithfield	57	32	56.1%	14	10	71.4%	15.3%
South Kingstown	111	92	82.9%	39	20	51.3%	-31.6%
Warren	36	18	50.0%	9	3	33.3%	-16.7%
Warwick	283	116	41.0%	88	36	40.9%	-0.1%
West Warwick	81	45	55.6%	23	12	52.2%	-3.4%
Westerly	207	138	66.7%	23	14	60.9%	-5.8%
Woonsocket	41	17	41.5%	54	24	44.4%	3.0%

Note: Due to the small number of searches, the following agencies were excluded from the analysis: Burrillville, Foster, Jamestown, Little Compton, Richmond, RISP – HQ, Scituate, Tiverton, Univ. of Rhode Island, and West Greenwich.

Table 4.17b Productivity of Discretionary Searches by Race (Sorted by Disparity)

Agency	White Searches			Non-White Searches			Absolute Disparity
	Total	Contraband Found	% Contraband Found	Total	Contraband Found	% Contraband Found	
Average	71	38	50.5%	46	20	40.5%	-10.1%
Statewide	3,054	1,612	52.8%	1,977	844	42.7%	-10.1%
Smithfield	57	32	56.1%	14	10	71.4%	15.3%
Bristol	29	19	65.5%	5	4	80.0%	14.5%
Lincoln	66	21	31.8%	20	9	45.0%	13.2%
Pawtucket	41	21	51.2%	94	56	59.6%	8.4%
Providence	102	24	23.5%	431	128	29.7%	6.2%
Woonsocket	41	17	41.5%	54	24	44.4%	3.0%
Warwick	283	116	41.0%	88	36	40.9%	-0.1%
West Warwick	81	45	55.6%	23	12	52.2%	-3.4%
North Providence	25	5	20.0%	14	2	14.3%	-5.7%
Westerly	207	138	66.7%	23	14	60.9%	-5.8%
North Smithfield	24	6	25.0%	6	1	16.7%	-8.3%
Hopkinton	80	44	55.0%	15	7	46.7%	-8.3%
East Greenwich	53	24	45.3%	14	5	35.7%	-9.6%
RISP - Lincoln	242	166	68.6%	292	168	57.5%	-11.1%
RISP - Hope Valley	192	134	69.8%	203	119	58.6%	-11.2%
Cumberland	131	18	13.7%	40	1	2.5%	-11.2%
RISP - All	599	401	66.9%	627	347	55.3%	-11.6%
RISP - Wickford	107	71	66.4%	70	38	54.3%	-12.1%
Johnston	35	13	37.1%	20	5	25.0%	-12.1%
Cranston	96	55	57.3%	136	59	43.4%	-13.9%
East Providence	173	102	59.0%	118	53	44.9%	-14.0%
Narragansett	119	35	29.4%	14	2	14.3%	-15.1%
Charlestown	30	20	66.7%	6	3	50.0%	-16.7%
Central Falls	24	8	33.3%	42	7	16.7%	-16.7%
Warren	36	18	50.0%	9	3	33.3%	-16.7%
RISP - Chepachet	56	29	51.8%	58	20	34.5%	-17.3%
Barrington	47	32	68.1%	4	2	50.0%	-18.1%
Newport	52	21	40.4%	25	5	20.0%	-20.4%
Middletown	91	48	52.7%	29	9	31.0%	-21.7%
North Kingstown	87	45	51.7%	21	6	28.6%	-23.2%
Portsmouth	86	49	57.0%	30	8	26.7%	-30.3%
South Kingstown	111	92	82.9%	39	20	51.3%	-31.6%
Coventry	69	33	47.8%	2	0	0.0%	-47.8%
Glocester	29	19	65.5%	3	0	0.0%	-65.5%

Note: Due to the small number of searches, the following agencies were excluded from the analysis: Burrillville, Foster, Jamestown, Little Compton, Richmond, RISP – HQ, Scituate, Tiverton, Univ. of Rhode Island, and West Greenwich.

Table 4.18a Productivity of *Extra Discretionary* Searches by Race (Sorted by Agency)

Agency	White Searches			Non-White Searches			Absolute Disparity
	Total	Contraband Found	% Contraband Found	Total	Contraband Found	% Contraband Found	
Average	58	36	57.3%	39	19	44.7%	-12.5%
Statewide	2,494	1,525	61.1%	1,682	803	47.7%	-13.4%
Barrington	41	29	70.7%	3	2	66.7%	-4.1%
Bristol	25	19	76.0%	3	3	100.0%	24.0%
Central Falls	20	8	40.0%	21	6	28.6%	-11.4%
Charlestown	30	20	66.7%	6	3	50.0%	-16.7%
Coventry	54	29	53.7%	1	0	0.0%	-53.7%
Cranston	90	55	61.1%	125	57	45.6%	-15.5%
East Greenwich	48	24	50.0%	14	5	35.7%	-14.3%
East Providence	146	100	68.5%	95	51	53.7%	-14.8%
Glocester	29	19	65.5%	3	0	0.0%	-65.5%
Hopkinton	65	41	63.1%	15	7	46.7%	-16.4%
Johnston	15	10	66.7%	13	5	38.5%	-28.2%
Lincoln	57	21	36.8%	15	9	60.0%	23.2%
Middletown	76	45	59.2%	26	9	34.6%	-24.6%
Narragansett	71	27	38.0%	8	0	0.0%	-38.0%
Newport	44	21	47.7%	23	5	21.7%	-26.0%
North Kingstown	74	44	59.5%	18	6	33.3%	-26.1%
North Providence	20	4	20.0%	10	2	20.0%	0.0%
Pawtucket	34	18	52.9%	82	55	67.1%	14.1%
Portsmouth	72	49	68.1%	26	8	30.8%	-37.3%
Providence	96	22	22.9%	417	123	29.5%	6.6%
RISP - All	546	389	71.2%	551	333	60.4%	-10.8%
RISP - Chepachet	41	26	63.4%	32	18	56.3%	-7.2%
RISP - Hope Valley	178	128	71.9%	191	116	60.7%	-11.2%
RISP - Lincoln	227	163	71.8%	259	160	61.8%	-10.0%
RISP - Wickford	99	71	71.7%	65	37	56.9%	-14.8%
Smithfield	57	32	56.1%	14	10	71.4%	15.3%
South Kingstown	110	91	82.7%	39	20	51.3%	-31.4%
Warren	31	17	54.8%	4	3	75.0%	20.2%
Warwick	153	92	60.1%	43	27	62.8%	2.7%
West Warwick	77	45	58.4%	22	12	54.5%	-3.9%
Westerly	207	138	66.7%	23	14	60.9%	-5.8%
Woonsocket	35	16	45.7%	45	22	48.9%	3.2%

Note: Due to the small number of searches, the following agencies were excluded from the analysis: Burrillville, Cumberland, Foster, Jamestown, Little Compton, North Smithfield, Richmond, RISP – HQ, Scituate, Tiverton, Univ. of Rhode Island, and West Greenwich.

Table 4.18b Productivity of *Extra Discretionary* Searches by Race (Sorted by Disparity)

Agency	White Searches			Non-White Searches			Absolute Disparity
	Total	Contraband Found	% Contraband Found	Total	Contraband Found	% Contraband Found	
Average	58	36	57.3%	39	19	44.7%	-12.5%
Statewide	2,494	1,525	61.1%	1,682	803	47.7%	-13.4%
Bristol	25	19	76.0%	3	3	100.0%	24.0%
Lincoln	57	21	36.8%	15	9	60.0%	23.2%
Warren	31	17	54.8%	4	3	75.0%	20.2%
Smithfield	57	32	56.1%	14	10	71.4%	15.3%
Pawtucket	34	18	52.9%	82	55	67.1%	14.1%
Providence	96	22	22.9%	417	123	29.5%	6.6%
Woonsocket	35	16	45.7%	45	22	48.9%	3.2%
Warwick	153	92	60.1%	43	27	62.8%	2.7%
North Providence	20	4	20.0%	10	2	20.0%	0.0%
West Warwick	77	45	58.4%	22	12	54.5%	-3.9%
Barrington	41	29	70.7%	3	2	66.7%	-4.1%
Westerly	207	138	66.7%	23	14	60.9%	-5.8%
RISP - Chepachet	41	26	63.4%	32	18	56.3%	-7.2%
RISP - Lincoln	227	163	71.8%	259	160	61.8%	-10.0%
RISP - All	546	389	71.2%	551	333	60.4%	-10.8%
RISP - Hope Valley	178	128	71.9%	191	116	60.7%	-11.2%
Central Falls	20	8	40.0%	21	6	28.6%	-11.4%
East Greenwich	48	24	50.0%	14	5	35.7%	-14.3%
RISP - Wickford	99	71	71.7%	65	37	56.9%	-14.8%
East Providence	146	100	68.5%	95	51	53.7%	-14.8%
Cranston	90	55	61.1%	125	57	45.6%	-15.5%
Hopkinton	65	41	63.1%	15	7	46.7%	-16.4%
Charlestown	30	20	66.7%	6	3	50.0%	-16.7%
Middletown	76	45	59.2%	26	9	34.6%	-24.6%
Newport	44	21	47.7%	23	5	21.7%	-26.0%
North Kingstown	74	44	59.5%	18	6	33.3%	-26.1%
Johnston	15	10	66.7%	13	5	38.5%	-28.2%
South Kingstown	110	91	82.7%	39	20	51.3%	-31.4%
Portsmouth	72	49	68.1%	26	8	30.8%	-37.3%
Narragansett	71	27	38.0%	8	0	0.0%	-38.0%
Coventry	54	29	53.7%	1	0	0.0%	-53.7%
Glocester	29	19	65.5%	3	0	0.0%	-65.5%

Note: Due to the small number of searches, the following agencies were excluded from the analysis: Burrillville, Cumberland, Foster, Jamestown, Little Compton, North Smithfield, Richmond, RISP – HQ, Scituate, Tiverton, Univ. of Rhode Island, and West Greenwich.

Over the last decade, it is evident that the productivity level in *discretionary* (Table 4.19) and *extra discretionary* searches (Table 4.20) has increased across all agencies. For example, Westerly found contraband in discretionary searches for 41.5% of white motorists and 28.6% of non-white motorists in 2004-2005 (see Table 4.19). This productivity percentage nearly doubled more recently to 66.7% and 60.9% in discretionary searches of white and non-white motorists, respectively, according to the 2013-2014 traffic stop data.

Similarly, the average productivity level increased for whites from 38.5% to 57.3% and 28.1% to 44.7% for non-whites in *extra discretionary* searches since the previous study. As searches overall became more productive, the average disparity level between white and non-white productivity has decreased in both *discretionary* and *extra discretionary* searches. In the earlier study, the average disparity between non-white and white contraband found was -3.4% and -2.4% for discretionary and extra discretionary searches, respectively. In the present study, the average disparity level has decreased for both discretionary (-10.1%) and extra discretionary searches (-12.5%). Though this change might seem small, it reinforces the idea that the more efficient searches are (e.g. increase their overall hit rate) the greater agencies are likely to increase racial disparities in search outcomes (Figures 4.4 and 4.5).

Like many other areas of inquiry, there are significant variations in racial disparities in contraband among the agencies both in the past and present study. While each agency will be concerned about their productivity, specific attention should be paid to those agencies that conduct a large number of searches, have particularly low non-white contraband found percentages, and have seen little positive change in search productivity since the first study.

Table 4.19 Comparison of Productivity for White and Non-White Discretionary Searches, 2004-2005 and 2013-2014 Study

Agency	2004-2005 Traffic Stops				2013-2014 Traffic Stops				2004-2005 Study Absolute Disparity	2013-2014 Study Absolute Disparity
	White Discretionary Searches		Non-White Discretionary Searches		White Discretionary Searches		Non-White Discretionary Searches			
	N	% Contraband Found	N	% Contraband Found	N	% Contraband Found	N	% Contraband Found		
Average	145	31.1%	70	21.2%	71	50.5%	46	40.5%	-3.4%	-10.1%
Statewide	6,264	26.5%	3,053	22.3%	3,054	52.8%	1,977	42.7%	-4.2%	-10.1%
Barrington	19	52.6%	0	0	47	68.1%	4	50.0%	0.0%	-18.1%
Bristol	305	14.4%	28	10.7%	29	65.5%	5	80.0%	-3.7%	14.5%
Central Falls	67	20.9%	142	14.1%	24	33.3%	42	16.7%	-6.8%	-16.7%
Charlestown	31	51.6%	8	12.5%	30	66.7%	6	50.0%	-39.1%	-16.7%
Coventry	161	16.1%	12	25.0%	69	47.8%	2	0.0%	8.9%	-47.8%
Cranston	216	24.1%	130	20.0%	96	57.3%	136	43.4%	-4.1%	-13.9%
Cumberland	105	16.2%	28	39.3%	131	13.7%	40	2.5%	23.1%	-11.2%
East Greenwich	196	10.2%	32	0.0%	53	45.3%	14	35.7%	-10.2%	-9.6%
East Providence	630	39.5%	318	35.2%	173	59.0%	118	44.9%	-4.3%	-14.0%
Glocester	48	56.3%	0	0.0%	29	65.5%	3	0.0%	0.0%	-65.5%
Hopkinton	59	27.1%	13	23.1%	80	55.0%	15	46.7%	-4.0%	-8.3%
Johnston	117	13.7%	53	9.4%	35	37.1%	20	25.0%	-4.3%	-12.1%
Lincoln	40	22.5%	14	14.3%	66	31.8%	20	45.0%	-8.2%	13.2%
Middletown	82	29.3%	10	10.0%	91	52.7%	29	31.0%	-19.3%	-21.7%
Narragansett	85	51.8%	7	28.6%	119	29.4%	14	14.3%	-23.2%	-15.1%
Newport	109	20.2%	41	22.0%	52	40.4%	25	20.0%	1.8%	-20.4%
North Kingstown	146	17.1%	29	17.2%	87	51.7%	21	28.6%	0.1%	-23.2%
North Providence	104	37.5%	69	18.8%	25	20.0%	14	14.3%	-18.7%	-5.7%
North Smithfield	125	4.0%	66	4.5%	24	25.0%	6	16.7%	0.5%	-8.3%
Pawtucket	49	22.4%	53	30.2%	41	51.2%	94	59.6%	7.8%	8.4%
Portsmouth	155	20.6%	20	0.0%	86	57.0%	30	26.7%	0.0%	-30.3%
Providence	562	34.5%	1039	24.7%	102	23.5%	431	29.7%	-9.8%	6.2%
RISP - Chepachet	64	32.8%	43	14.0%	56	51.8%	58	34.5%	-18.8%	-17.3%
RISP - Hope Valley	237	33.3%	151	26.5%	192	69.8%	203	58.6%	-6.8%	-11.2%
RISP - Lincoln	127	22.0%	99	18.2%	242	68.6%	292	57.5%	-3.8%	-11.1%
RISP - Wickford	161	16.1%	117	19.7%	107	66.4%	70	54.3%	3.6%	-12.1%
Smithfield	66	27.3%	10	20.0%	57	56.1%	14	71.4%	-7.3%	15.3%
South Kingstown	79	51.9%	23	39.1%	111	82.9%	39	51.3%	-12.8%	-31.6%

Agency	2004-2005 Traffic Stops						2013-2014 Traffic Stops						2004-2005 Study Absolute Disparity	2013-2014 Study Absolute Disparity
	White Discretionary Searches			Non-White Discretionary Searches			White Discretionary Searches			Non-White Discretionary Searches				
	N	% Contraband Found	N	% Contraband Found	N	% Contraband Found	N	% Contraband Found	N	% Contraband Found	N	% Contraband Found		
Warren	150	16.7%	34	8.8%	36	50.0%	9	33.3%	9	33.3%	33.3%	-7.9%	-16.7%	
Warwick	799	14.6%	206	12.6%	283	41.0%	88	40.9%	88	40.9%	40.9%	-2.0%	-0.1%	
West Warwick	144	18.1%	28	28.6%	81	55.6%	23	52.2%	23	52.2%	52.2%	10.5%	-3.4%	
Westerly	65	41.5%	7	28.6%	207	66.7%	23	60.9%	23	60.9%	60.9%	-12.9%	-5.8%	
Woonsocket	260	22.7%	149	19.5%	41	41.5%	54	44.4%	54	44.4%	44.4%	-3.2%	3.0%	

Note: Due to the small number of searches, the following agencies were excluded from the analysis: Burrillville, Foster, Jamestown, Little Compton, Richmond, RISP – HQ, Scituate, Tiverton, Univ. of Rhode Island, and West Greenwich. Because data was not collected for RISP – HQ in the 2004-2005 study, RISP – All was not included in the table for comparison.

Figure 4.4 Comparison of Productivity for White and Non-White Discretionary Searches, 2004-2005 and 2013-2014 Study

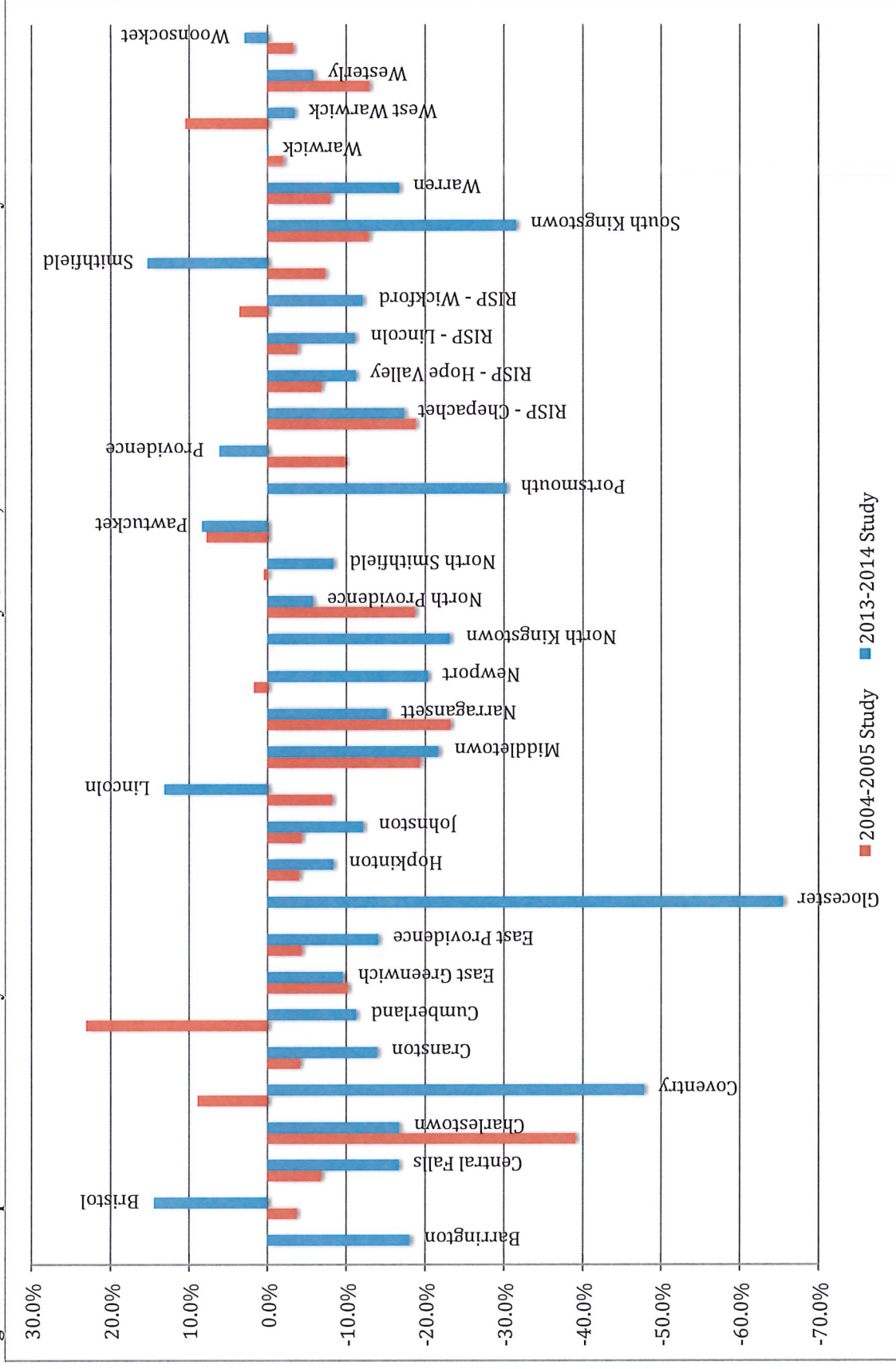


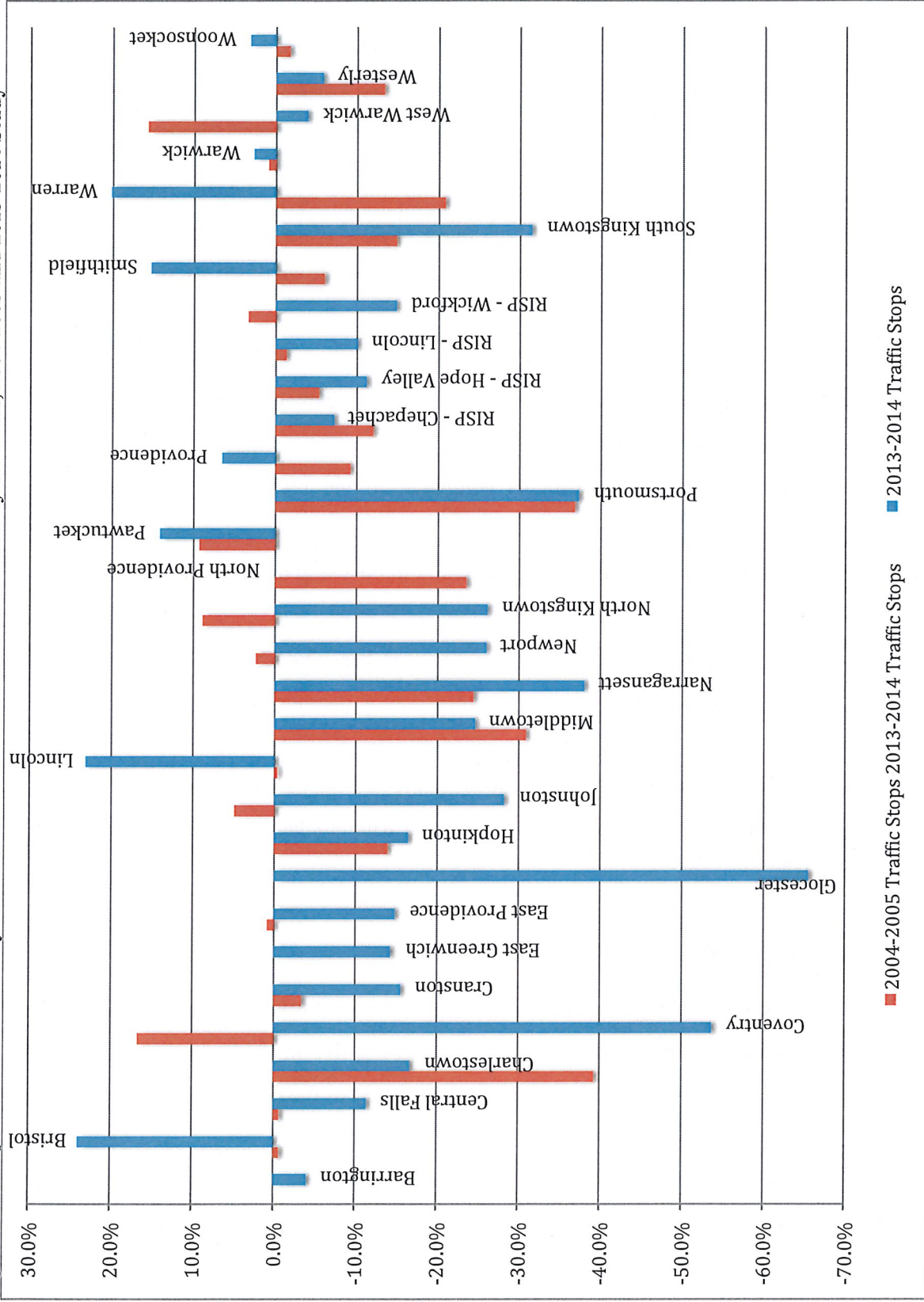
Table 4.20 Comparison of Productivity for White and Non-White Extra Discretionary Searches, 2004-2005 and 2013-2014 Study

Agency	2004-2005 Traffic Stops				2013-2014 Traffic Stops				2004-2005 Study Absolute Disparity	2013-2014 Study Absolute Disparity
	White Extra Discretionary Searches		Non-White Extra Discretionary Searches		White Extra Discretionary Searches		Non-White Extra Discretionary Searches			
	N	% Contraband Found	N	% Contraband Found	N	% Contraband Found	N	% Contraband Found		
Average	93	38.5%	48	28.1%	58	57.3%	39	44.7%	-2.4%	-12.5%
Statewide	4,035	36.9%	2,078	29.1%	2,494	61.1%	1,682	47.7%	-7.8%	-13.4%
Barrington	19	52.6%	0	0.0%	41	70.7%	3	66.7%	0.0%	-4.1%
Bristol	132	28.0%	11	27.3%	25	76.0%	3	100.0%	-0.7%	24.0%
Central Falls	42	28.6%	68	27.9%	20	40.0%	21	28.6%	-0.7%	-11.4%
Charlestown	28	53.6%	7	14.3%	30	66.7%	6	50.0%	-39.3%	-16.7%
Coventry	63	33.3%	4	50.0%	54	53.7%	1	0.0%	16.7%	-53.7%
Cranston	202	24.8%	112	21.4%	90	61.1%	125	45.6%	-3.4%	-15.5%
East Greenwich	72	25.0%	6	0.0%	48	50.0%	14	35.7%	0.0%	-14.3%
East Providence	363	61.4%	156	62.2%	146	68.5%	95	53.7%	0.8%	-14.8%
Glocester	45	57.8%	0	0.0%	29	65.5%	3	0.0%	0.0%	-65.5%
Hopkinton	36	36.1%	9	22.2%	65	63.1%	15	46.7%	-13.9%	-16.4%
Johnston	73	15.1%	20	20.0%	15	66.7%	13	38.5%	4.9%	-28.2%
Lincoln	31	22.6%	9	22.2%	57	36.8%	15	60.0%	-0.4%	23.2%
Middletown	42	47.6%	6	16.7%	76	59.2%	26	34.6%	-30.9%	-24.6%
Narragansett	83	53.0%	7	28.6%	71	38.0%	8	0.0%	-24.4%	-38.0%
Newport	98	21.4%	38	23.7%	44	47.7%	23	21.7%	2.3%	-26.0%
North Kingstown	86	24.4%	15	33.3%	74	59.5%	18	33.3%	8.9%	-26.1%
North Providence	68	52.9%	34	29.4%	20	20.0%	10	20.0%	-23.5%	0.0%
Pawtucket	39	28.2%	32	37.5%	34	52.9%	82	67.1%	9.3%	14.1%
Portsmouth	57	36.8%	6	0.0%	72	68.1%	26	30.8%	-36.8%	-37.3%
Providence	528	35.0%	915	25.8%	96	22.9%	417	29.5%	-9.2%	6.6%
RISP - Chepachet	51	31.4%	31	19.4%	41	63.4%	32	56.3%	-12.0%	-7.2%
RISP - Hope Valley	183	35.5%	116	30.2%	178	71.9%	191	60.7%	-5.3%	-11.2%
RISP - Lincoln	105	26.7%	63	25.4%	227	71.8%	259	61.8%	-1.3%	-10.0%
RISP - Wickford	129	18.6%	105	21.9%	99	71.7%	65	56.9%	3.3%	-14.8%
Smithfield	58	31.0%	8	25.0%	57	56.1%	14	71.4%	-6.0%	15.3%
South Kingstown	76	53.9%	23	39.1%	110	82.7%	39	51.3%	-14.8%	-31.4%
Warren	48	45.8%	8	25.0%	31	54.8%	4	75.0%	-20.8%	20.2%
Warwick	336	30.4%	67	31.3%	153	60.1%	43	62.8%	0.9%	2.7%

Agency	2004-2005 Traffic Stops				2013-2014 Traffic Stops				2004-2005 Study Absolute Disparity	2013-2014 Study Absolute Disparity
	White Extra Discretionary Searches		Non-White Extra Discretionary Searches		White Extra Discretionary Searches		Non-White Extra Discretionary Searches			
	N	% Contraband Found	N	% Contraband Found	N	% Contraband Found	N	% Contraband Found		
West Warwick	96	20.8%	22	36.4%	77	58.4%	22	54.5%	15.6%	-3.9%
Westerly	58	46.6%	6	33.3%	207	66.7%	23	60.9%	-13.3%	-5.8%
Woonsocket	183	28.4%	101	26.7%	35	45.7%	45	48.9%	-1.7%	3.2%

Note: Due to the small number of searches, the following agencies were excluded from the analysis: Burrillville, Cumberland, Foster, Jamestown, Little Compton, North Smithfield, Richmond, RISP – HQ, Scituate, Tiverton, Univ. of Rhode Island, and West Greenwich. Because data was not collected for RISP – HQ in the 2004-2005 study, RISP – All was not included in the table for comparison.

Figure 4.5 Comparison of Productivity for White and Non-White Extra Discretionary Searches, 2004-2005 and 2013-2014 Study



Section V

Conclusions and Recommendations

This report provides an extensive analysis of traffic enforcement practices by law enforcement agencies in Rhode Island that took place in 2013-2014 and provides a comparison to the prior 2004-2005 study. The report presents four separate analyses of racial and ethnic differences for each community:

- A comparison of all stops by each municipal law enforcement agency with an estimated driving population for each community
- A comparison of stops of residents compared to the residential population of that community
- An analysis of the racial and ethnic differences in post stop outcome of issuing a citation vs. a warning
- An analysis of racial and ethnic differences in searches conducted by Rhode Island's law enforcement organization

The summary of findings and recommendations below are based on an analysis of 300,144 traffic stops conducted by law enforcement agencies in Rhode Island between January 1, 2013 and May 31, 2014.

OVERALL TRAFFIC ENFORCEMENT PRACTICES

- The most common categories of drivers stopped in Rhode Island over this period were white male drivers under the age of 31 who did not live in the community where they were stopped. In Rhode Island over this period 76.2% of the drivers stopped were white.
- The most common reason motorists were stopped in Rhode Island over this period was for speeding (37.1%) with equipment violations being the second most common reason for the stop (18.2%).

- A little more than half of the drivers stopped in Rhode Island received a citation (54.9%) and a little more than one-third (36.9%) of the drivers received a warning. The outcome of the stop varied considerably across Rhode Island communities. A very small number of drivers were searched (3.3%) and in about one-third of those searches (35.3%) did police find contraband.
- The frequency of traffic enforcement of residents varied widely across Rhode Island communities, ranging from 822 stops per 1,000 residents in Hopkinton to 74 stops per 1,000 residents in Tiverton.
- A similar variation exists in terms of the reason drivers are stopped. For speeding, for example, 87% of the stops in Foster were for speeding while only 8.7% of the stops in Providence were for speeding.

RACIAL AND ETHNIC DISPARITIES

- In 29 Rhode Island communities, more non-white drivers were stopped than would have been predicted given the Driving Population Estimate (DPE). The six communities whose disparity was greater than 10 % merit further consideration.
- A review of the results of this analysis with the previous analysis conducted in 2004-2005 reveals that some communities are making progress in reducing racial and ethnic disparities in traffic stops and others less so. In 20 communities, the comparison between drivers stopped and the Driving Population Estimate (DPE) decreased in some communities quite substantially. However in 16 communities the disparity in drivers stopped vs. DPE increased. This may present an opportunity for law enforcement agencies to learn from each other.
- When looking at stops of residents compared to the residential population, the analysis found that 24 communities stopped more non-white residents than would have been predicted given the census population. In four communities the disparity is greater than 10% and merit further consideration.

POST STOP ACTIVITY

- Following the release of the 2004 report on racial disparities, law enforcement agencies in Rhode Island took a series of steps intended to eliminate any racial profiling that might have been occurring. The most significant change that occurred was a revision of the statewide training curriculum to more specifically address community concerns about racial profiling. These changes seem to have been very effective in the areas of post-stop activity. Since the 2004 report, citations to non-white drivers have declined in most communities, the rate of searches have declined in nearly all Rhode Island communities, and the productivity of the searches has increased.
- In all but ten Rhode Island communities, white drivers who are stopped are more likely to receive a citation than non-white drivers. In only four communities, there is a disparity of more than 5% where non-white drivers are more likely to receive a citation.
- Searches are rare in traffic stops and in many Rhode Island communities there are so few searches conducted that analysis of their search patterns must be viewed with caution. When we look only at the most discretionary searches, in all but four communities, non-white drivers are more likely to be searched than white drivers but in most communities these differences are very small.
- In both discretionary and extra discretionary searches, the statewide disparities experienced a decrease since the 2004-2005 study from 3.0% to 1.4% and 2.2% to 1.3%, respectively.
- In these most discretionary searches, white drivers are slightly more likely to be found with contraband (50.5%) than non-white drivers (40.5%). Here, again the statewide disparity has decreased since the 2004-2005 study from -4.2% to -10.1%.
- In another promising finding, no community is found to have consistently high racial and ethnic disparities across all our analyses. Some areas indicate a need for further review in

many communities but this analysis did not find any evidence of communities with significantly large disparities in all areas of traffic enforcement.

RECOMMENDATIONS

This report outlines areas where significant progress has been made by law enforcement agencies in Rhode Island and identifies some areas where more needs to be done. As indicated above the vast majority of law enforcement agencies have changed their traffic enforcement practices in ways that have resulted in fewer citations being issued to nonwhite drivers, fewer searches being conducted on both white and non-white drivers and many more of those searches identifying contraband. Some of the reasons for these changes could be linked to an increase in community outreach functions by state and local law enforcement agencies that occurred over the past three years including, but not limited to, efforts to recruit minority applicants, participation in community events, and meeting with leaders of diverse communities and organizations that represent minorities (see Appendix C for more information).

In the analysis of traffic stops, however, some racial and ethnic disparities remain and, in a small number of communities, these disparities are high enough to strongly encourage law enforcement to look more closely at the causes of these disparities.

We recommend that:

- The State Police and the Rhode Island Police Chiefs Association continue their focus on addressing concerns about racial profiling through continued improvements to recruit and in service training and internal supervision. The efforts over the past six years seem to have resulted in a reduction in the level of racial disparities and an increase in the level of productivity of searches in a number of communities.
- Each law enforcement agency in Rhode Island carefully reviews all analyses for their jurisdiction to see if there are areas of concern

- Where appropriate, each agency should compare their results to the results in communities they consider to be comparable in terms of demographics or policing orientation.
- For all communities with large disparities in any of the analyses presented in the report they should review the data in more detail to determine if the disparities are of concern. Some areas they might review include looking at the disparity by time of day (e.g. is one shift the cause of the disparity) and where available by police district or sector.
- After a thorough analysis, the leadership of each agency should share the results with two primary groups. The first group should include officers in their agency so that they can examine the data and what it indicates about their enforcement activity. The second group should include the community. More importantly, law enforcement should seek out avenues based on the interpretations of the data in order to initiate a conversation with the community about biased policing.
- The conversations with the community can be difficult but experience indicates that these conversations can go a long way to increasing trust and confidence in the police by various groups. Experience in other states indicates that a successful way of initiating these conversations would be to go to an existing community group at a regular meeting of that group.
- Rhode Island Law Enforcement Agencies should be commended for the decision to continue to collect traffic stop data voluntarily. This represents a strong commitment to the drivers in Rhode Island that police agencies will have the ability to monitor their officers and intervene if concerns are uncovered.

APPENDIX A:
CALCULATION OF DRIVING POPULATION ESTIMATES (DPE)

Research in the field of transportation planning provides rich information about the influence of city characteristics on driving behavior. Transportation planners have created models to better estimate traffic flow in and out of communities in order to forecast the effect of traffic on road construction, maintenance and safety. Although transportation studies have not traditionally focused on the racial demographics of traffic patterns, we have used this literature as a starting point for understanding how populations of surrounding communities may influence the driving demographics in Rhode Island cities and towns.

The Driving Population Estimate (DPE) begins with the assumption that cities and towns close to a particular city contribute more people to the driving population of the target city.¹³ Other factors besides distance, however, influence travel. Research on transportation has long shown that the economic draw of a city can mediate the effect of spatial separation. People will drive further if attractive features such as shopping, employment, or entertainment exist in the target city. For example, the DPE model assumes that if distances were equal a driver is more likely to go to a city with some economic draw (e.g. shopping, employment, entertainment) than a city without such draws. Fundamentally, the DPE seeks to measure the factors that both push drivers out of surrounding communities and draw drivers into target cities from surrounding communities. A more in-depth description of the DPE calculation can be found in the *Initial Findings Report*. The DPE developed for Rhode Island has been cited by the *Police Executive Research Forum* (PERF) as a promising practice for benchmarking traffic stops in statewide studies.¹⁴

¹³ J.D. Carroll (1955). *Spatial Interactions and the Urban-Metropolitan Description*, Traffic Quarterly, April, 149-161.

¹⁴ See Fridell, *supra* note 3.

APPENDIX B:
RHODE ISLAND TRAFFIC STOP STATISTICS DATA FOR SEARCHES

This appendix contains tables that display the number of drivers by race and ethnicity that were searched. Table B1 lists the total number of discretionary searches by agency and driver's race/ethnicity. Table B2 lists the total number of extra discretionary searches by agency and driver's race/ethnicity. Due to the small number of discretionary and extra discretionary searches conducted by agencies for individual racial/ethnic groups, we are unable to analyze and interpret these groups individually on the level of disparity. However, a few agencies do have a sufficient sample size with which to analyze and interpret the level of disparity for individual non-white groups. In such cases, we recommend that these agencies examine their data carefully to make sure that their levels of disparity in post-stop activities are not significantly large for particular non-white groups.

Table B1. Discretionary Searches by Race/Ethnicity of Driver

Agency	White	Black	Native American	Asian/Pacific Islander/ East Asian	Hispanic
Statewide	3,054	934	7	93	943
Barrington	47	2	0	0	2
Bristol	29	2	0	1	2
Burrillville	22	1	0	0	1
Central Falls	24	7	0	0	35
Charlestown	30	5	1	0	0
Coventry	69	0	0	0	2
Cranston	96	53	0	8	75
Cumberland	131	16	0	1	23
East Greenwich	53	5	0	0	9
East Providence	173	79	1	1	37
Glocester	29	0	0	0	3
Hopkinton	80	3	0	1	11
Jamestown	19	1	0	0	0
Johnston	35	8	0	2	10
Lincoln	66	6	0	0	14
Little Compton	19	0	0	0	1
Middletown	91	21	0	0	8
Narragansett	119	8	0	0	6
Newport	52	20	0	0	5
North Kingstown	87	7	0	1	13
North Providence	25	9	0	0	5
North Smithfield	24	3	0	0	3
Pawtucket	41	42	0	0	52
Portsmouth	86	20	0	1	9
Providence	102	161	3	41	226
Richmond	20	0	0	0	1
RISP - All	599	341	0	17	269
RISP - Chepachet	56	28	0	2	28
RISP - Hope Valley	192	126	0	4	73
RISP - HQ	2	1	0	0	3
RISP - Lincoln	242	147	0	8	137
RISP - Wickford	107	39	0	3	28
Scituate	18	0	0	0	2
Smithfield	57	4	1	0	9
South Kingstown	111	29	0	2	8
Tiverton	23	0	0	1	0
University of Rhode Island	21	0	0	0	1
Warren	36	4	0	0	5
Warwick	283	39	0	5	44
West Greenwich	8	1	0	0	1
West Warwick	81	9	0	2	12
Westerly	207	9	1	4	9
Woonsocket	41	19	0	5	30

Table B2. Extra Discretionary Searches by Race/Ethnicity of Driver

Agency	White	Black	Native American	Asian/Pacific Islander/East Asian	Hispanic
Statewide	2,494	815	7	81	779
Barrington	41	1	0	0	2
Bristol	25	1	0	0	2
Burrillville	17	1	0	0	1
Central Falls	20	3	0	0	18
Charlestown	30	5	1	0	0
Coventry	54	0	0	0	1
Cranston	90	48	0	8	69
Cumberland	21	2	0	0	2
East Greenwich	48	5	0	0	9
East Providence	146	64	1	1	29
Glocester	29	0	0	0	3
Hopkinton	65	3	0	1	11
Jamestown	19	0	0	0	0
Johnston	15	5	0	1	7
Lincoln	57	5	0	0	10
Little Compton	18	0	0	0	1
Middletown	76	20	0	0	6
Narragansett	71	5	0	0	3
Newport	44	19	0	0	4
North Kingstown	74	7	0	1	10
North Providence	20	7	0	0	3
North Smithfield	17	0	0	0	3
Pawtucket	34	40	0	0	42
Portsmouth	72	18	0	1	7
Providence	96	155	3	40	219
Richmond	20	0	0	0	1
RISP - All	546	306	0	16	229
RISP - Chepachet	41	18	0	2	12
RISP - Hope Valley	178	120	0	3	68
RISP - HQ	1	1	0	0	3
RISP - Lincoln	227	131	0	8	120
RISP - Wickford	99	36	0	3	26
Scituate	13	0	0	0	2
Smithfield	57	4	1	0	9
South Kingstown	110	29	0	2	8
Tiverton	18	0	0	1	0
University of Rhode Island	20	0	0	0	1
Warren	31	3	0	0	1
Warwick	153	22	0	0	21
West Greenwich	8	1	0	0	1
West Warwick	77	9	0	1	12
Westerly	207	9	1	4	9
Woonsocket	35	18	0	4	23

APPENDIX C:
RHODE ISLAND STATE POLICE AND MUNICIPAL POLICE DEPARTMENT MEMOS
ON EFFORTS TO REDUCE BIAS BASED POLICING

This appendix contains Rhode Island State Police and Municipal Police Interdepartmental memos that indicate the efforts made since the 2004-2005 Rhode Island Traffic Stops Statistics Data Collection study was conducted by Northeastern University. The memos document the changes in the academy training that took place and the efforts made to discourage bias based policing by improving community relations and educating police officers about bias based policing.

RHODE ISLAND STATE POLICE
INTER-DEPARTMENTAL COMMUNICATION

September 3, 2014

TO: Lieutenant Colonel Karen D. Pinch
DEPT: Commanding Officer Department of Public Safety

FROM: Acting Captain Joseph F. Philbin
DEPT: Director of Training

SUBJECT: Academy Training in regards to Community Race Relations, Bias Based Policing, and Traffic Stops.

Lieutenant Colonel Pinch,

Pursuant to your request, the following is a detailed narrative in reference to the instruction offered by the Rhode Island State Police Training Academy and the Rhode Island Municipal Police Training concerning community race relations, bias based policing, and traffic stops.

For the past several years both the Rhode Island State Police Training Academy and the Rhode Island Municipal Police Training Academy have worked diligently to increase the recruit based and continuing education training in the area of race relations, bias based policing, and improving traffic stop techniques. Both Academies are committed to the proper training of all recruits and the constant monitoring to the training curriculum and the instructors to ensure the safety of our troopers/police officers, as well as protecting the rights of those individuals that the troopers/police officers deal with on a daily basis in a variety of different situations.

At the Rhode Island State Police Academy, the following changes have been made to the curriculum in reference to the above topics:

- The Criminal Law class has increased from 31 hours to 42 hours with a concentration on probable cause and search and seizure in regards to the negative effects of racial profiling.
- A section of 8 hours dealing with Fair and Impartial Policing has been added to the training curriculum.
- Additional role playing in regards to minority relations with motor vehicle stops has been added to the curriculum
- Annually members of the Division are instructed on Fair and Impartial Policing as part of the In-Service Training Program
- Beginning in 2012, the Training Academy held a Citizens Trooper Academy. This Academy consisted of six (6) three (3) hour sessions with one session per week. The goal of hosting this Academy was to demonstrate various components of training that

Troopers are provided and to educate on the roles and responsibilities of the Rhode Island State Police. There was a focus on educating the minority community leaders.

At the Rhode Island Municipal Police Training Academy, the following changes have been made to the curriculum in reference to the above topics:

- A section on Professional Policing has been added to the training curriculum. The goal of this course is for recruits to learn and develop interpersonal skills to perform bias-free enforcement techniques in a diverse society.
- A section on Fair and Impartial Policing has been added to the training curriculum. The goal of this course is to show recruits that policing based on bias can be unsafe, ineffective and unjust. The course demonstrates how biased based policing will negatively affect the community, the individual police officer and the department they represent.
- A section on Communication Techniques for Police Officers has been added to the curriculum. Through this course, the recruits will learn effective communication and human interaction techniques, which are essential to virtually every aspect of police operations. Improving the basic oral communication skills of a police officer will enable the lines of communications to be open and free-flowing with individuals of varied cultural backgrounds.
- The Rhode Island Municipal Police Training Academy has also made additional role playing in regards to minority relations with motor vehicle stops as part of their curriculum.

The staff at the Rhode Island State Police Training Academy and the Rhode Island Municipal Police Training Academy will continue to strive to provide the recruits and the active police officers and troopers with the most up to date training in regards to Community Race Relations, Bias Based Policing, and Traffic Stops.

Respectfully Submitted,

Acting Captain Joseph Philbin
Director of Training

RHODE ISLAND STATE POLICE

INTER-DEPARTMENTAL COMMUNICATION

September 18, 2014

TO: Colonel Steven G. O'Donnell
DEPT: Superintendent of Rhode Island State Police
Commissioner – Department of Public Safety

FROM: Lieutenant Colonel Karen D. Pinch
DEPT: Commanding Officer – Department of Public Safety

SUBJECT: Efforts to Discourage Bias-Based Policing

Colonel,

Per your request, the following is a list of activities that take place within the Division of State Police to improve race/community relations and educate our members about bias-based policing:

1. A State Police Major has been tasked with being the Community Outreach Coordinator. This Major is responsible for organizing all events that take place within the communities. These events include Kids, Cops and Classrooms; Kids, Cops and Christmas; summer basketball leagues; troopers attending inner-city Pop Warner football games, and other grass-roots interactions; attending other events within the minority community; speaking with church groups; and lecturing to schools.
2. Citizens' Academy – To date, two Citizens' Academy classes have been held. Attendees include community leaders, members of the legislature, judges, public defenders, and various others. The purpose of the Citizens' Academy is to educate the public as to what our members do on a daily basis and what they encounter in the course of their work. They also learn the many functions within the State Police and come to realize that the job is more than giving tickets to people speeding on the highway. Attendees receive instruction in officer safety, probable cause and reasonable suspicion, consent, identification of passengers, professional standards, mental illness, critical encounters, firearms training, ground fighting, drunk driving, fatalities, motor vehicle stops, tasers, cultural diversity, community policing and community relations.
3. Each ticket written by our members is logged into our records system. Within the records system, there is a tab where race data is captured for each summons written. The Captain responsible for our Professional Standards Unit conducts random checks of tickets to confirm that the race entered for the driver is the same as the race of the person as observed in a driver's license photo.

4. Members of both the Rhode Island State Police and Municipal Police Training Academies attend community forums during their time in the Academy. This gives the recruits an opportunity to meet community leaders and community members, and understand the role of the police in the community. This is another way we educate our members on appropriate conduct and how bias-based policing is not tolerated.
5. Many of our members sit on committees devoted to combating bias activities. Examples are the Department of Transportation's Race Data Committee and the Commission on Prejudice and Bias. Information gleaned from these meetings is shared down the chain of command to all members.

The Mission of the Rhode Island State Police includes a phrase about fulfilling our law enforcement role "...with the highest degree of fairness, professionalism and integrity..." All of the above-mentioned activities are performed with this mission in mind.

Respectfully,

Karen D. Pinch
Lieutenant Colonel