

RHODE ISLAND TRAFFIC STOP STATISTICS
DATA COLLECTION STUDY

INITIAL FINDINGS REPORT

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Executive Summary

Over the past decade, racial profiling has been recognized as an issue of national concern faced by American law enforcement. The public has raised questions as to whether police intentionally target persons because of their race and/or ethnicity in various communities across the United States. At the same time, disparities found in aggressive traffic stop practices, even if unintentional, come under scrutiny by community members, civil rights groups, and policymakers. Starting in 2012, the Rhode Island Department of Transportation (RIDOT) in collaboration with law enforcement agencies across the state began transmitting data on the racial demographics of motorists stopped by the police. Overall, 153,891 traffic stops that took place from January 1, 2013 through September 30, 2013 were analyzed.

The present report offers an opportunity for community members and law enforcement to assess racial disparities in stops and post-stop activities for jurisdictions across the state. The purpose of the study was to identify whether law enforcement agencies in Rhode Island engaged in disparate practices during traffic stops. Additionally, the study provides community members and law enforcement with the ability to identify areas of progress that have been made since the last traffic stop data collection took place in 2004-2005. The present report also offers some recommendations to community members and law enforcement in how to address areas where racial disparities exist in order to begin the discussion of concerns in traffic stop practices.

The final report is divided into five sections. First, an introduction is provided with an overview to the background of the study, development of the data collection, and methods used to conduct the analysis. Second, a description of the statewide characteristics is provided along with general patterns of traffic stops. Third, we begin to explain how racial disparities are measured in traffic stops with the utilization of various benchmarks and describe where some of the racial disparities exist using certain benchmarks. In the fourth section, we measure racial disparities in post-stop activity starting with citations and then looking at search activity. Finally, the report provides a summary of the primary findings in addition to recommendations on how to proceed with addressing racial disparities in traffic stops.

Background of the Study

After receiving a grant under Section 1906 of SAFETEA-LU from the National Highway Traffic Safety Administration (NHTSA), RIDOT began planning a process to collect and transmit data on traffic stops statewide to determine if racial profiling is occurring and identify appropriate program recommendations. In conjunction with the data collection, an advisory committee was developed made up of community members, law enforcement, and interested stakeholders to provide guidance in the data collection, analysis, and interpretation of the findings from the traffic stop data. Additionally, RIDOT awarded the Institute on Race and Justice (IRJ) at Northeastern University an award, alongside Ledge Light Technologies, to assist with the data collection, transmission, and analysis of the traffic stop data.

Starting in the spring of 2012, the advisory committee met monthly to review the status of the data collection, transmission, and preliminary findings thus far in order to address any questions or comments regarding the data collection efforts and analyses. In an effort to ensure the accuracy of the data, the IRJ disseminated a report to each agency with their traffic stop data to confirm that the numbers reflected those that were being collected by the agency. In addition, members from RIDOT and IRJ met with law enforcement representatives to address any questions or concerns about their data and the interpretations of the information.

Based on data from traffic stops that took place from January 1, 2013 through September 30, 2013, the major findings of the initial analyses were presented to members of the public at three community meetings across the state to address any questions or concerns communities might have with regards to the interpretation of the findings. Once the feedback received from community members, law enforcement, and other stakeholders was incorporated into the report, IRJ submitted a draft with the initial findings to RIDOT in December 2013. Below is a summary of some of the findings included in the following report.

Initial Findings

Preliminary findings from data collected for traffic stops during the nine-month study period, January 1, 2013 through September 30, 2013, reflect similar statewide patterns as found in the 2004-2005 study. Although some agencies show significant changes from the racial disparities found in the previous study, the majority of agencies continue to display the same level of disparity as before. For a few agencies where disparities have increased, this could result from a number of reasons such as both residential and driving population changes, operational adjustments, training, and changing personnel. Therefore, changes found in the level of disparity since the 2004-2005 study should be interpreted with caution, but lead to further discussion between community members and law enforcement agencies.

- The report analyzed 153,891 traffic stops, which took place across the State of Rhode Island between January 1, 2013 and September 30, 2013.
- The most frequent drivers stopped were males, under 31 years of age, who did not live in the jurisdiction where they were stopped.
- In 2013, 77.1% of stops were of white drivers, 11% of stops were of Hispanic drivers, 9.8% of stops were of African American drivers, 2% of stops were of Asian/Pacific Island drivers and 0.1% of stops were of Native American drivers.
- Most drivers were stopped for speeding (38%) and while much variation exists across jurisdictions, most of the drivers stopped received a citation (57.1%). Searches were rarely conducted in traffic stops (3.3%).

Racial and Ethnic Disparities

- When the analysis reviewed the racial and ethnic characteristics of driver stopped compared to an estimate of the drivers in a jurisdiction, in 30 communities more non-white drivers were stopped than would have been expected based on the driving population estimate. When compared to the results found in a previous Rhode Island traffic stop study, in 20 communities, the absolute differences in non-white stops compared to the driving population estimates were reduced while in 17 communities the disparities increased.
- When the analysis reviewed stops of residents compared to the residential population it revealed that in 23 communities in Rhode Island, non-white residents were more likely to be stopped than census data would have suggested.
- In nearly 80% of Rhode Island's jurisdictions (34 jurisdictions), non-white drivers were less likely to receive a citation than white drivers. Additionally, in 13 jurisdictions the proportion of non-whites receiving a citation has been reduced since the 2004-2005 study.

- Due to the small number of searches conducted in many jurisdictions, data on searches should be viewed with caution. When we look at all searches together, in all but three Rhode Island jurisdictions non-white drivers were more likely to be searched than white drivers. When we restrict the analysis to discretionary searches, non-white drivers are still searched more often in 25 jurisdictions. When compared to the 2004-2005 study, it does appear that in 18 jurisdictions the disparity between non-white and white searches has been reduced. While many of these differences were very small this pattern calls for additional analysis.

Recommendations

Based on the initial findings presented in this report of traffic stops that took place from January 1, 2013 through September 30, 2013, we made the following recommendations:

- 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 with the officers in their agency so they can see what that data they have been providing is indicating about their enforcement activity. The second group is the community; law enforcement should seek out avenues to use this data to initiate a conversation with the community about biased policing.
- The conversations with the community can be intimidating 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.
- Agencies should continue systematic data collection on traffic stops to monitor patterns and disparities in traffic stops. Future data collection can improve their understanding of how policies and practices within the agency influence outcomes of traffic stops.

Section I

Background of the Study

In 2006 and again in 2007, the State of Rhode Island applied for and was awarded two grants totaling \$1,181,965 from the National Highway Traffic Safety Administration (NHTSA) as part of the NHTSA Racial Profiling Prohibition Program to allow for the collection and analysis of traffic stop data. The primary goal is to determine the level and/or locations where racial profiling might be occurring and to identify appropriate program recommendations to address and improve community/police relations.¹ Under Section 1906 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), NHTSA administers this program, which allows states that had statewide data collection programs, to apply for funding to

- Collect and maintain data on traffic stops
- Evaluate the results of the data
- Develop and implement plans to reduce the occurrence of racial profiling.

Rhode Island qualified for this federal grant program because it was one of the few states nationally to have already demonstrated the capacity to collect and analyze data on traffic stops. Previous efforts to collect data on traffic stops occurred in the early 2000s led by the Attorney General's Office. Two prior studies had been conducted – one published in 2003 and the second study published in 2006.²

In response to the 2003 and 2006 reports, the Rhode Island Police Chief's Association (RIPCA) focused substantial attention on strategies to address racial profiling issues. Following the 2006 study, RIPCA adopted recommendations about how law enforcement executives within the State of Rhode Island can tackle the challenge of racial profiling. The recommendations were addressed through collaborative efforts between the community, law enforcement, and police

¹ See Rhode Island Department of Transportation Office on Highway Safety. (2012). Highway Safety Performance Plan, Federal Fiscal Year 2013. Prepared for U.S. Department of Transportation National Highway Traffic Safety Administration.

² See Farrell, Amy, McDevitt, Jack, Cronin, Shea, and Erica Pierce. (2003). Rhode Island Traffic Stop Statistics Act Final Report. Boston, MA: Northeastern University Institute on Race and Justice; see Farrell, Amy, and Jack McDevitt. (2006). Rhode Island Traffic Stop Statistics Data Collection Study, 2004-2005: Final Report. Boston, MA: Northeastern University Institute on Race and Justice.

unions. More recently, RIPCA adopted a three-year strategic plan in 2009 in order to address racial profiling to ensure continued efforts in working with community members and collecting data on traffic stops to measure racial disparities.³ The goals adopted in the 2009 Strategic Plan by RIPCA are highlighted in Table 1.1.

Table 1.1 RIPCA Goals in Three-Year Strategic Plan, 2009

1. Establish a RIPCA Minority Advisory Board consisting of a diverse group of community members.
2. Establish a partnership with the RI Municipal Police Academy to develop a comprehensive training program for all personnel that will prevent racial profiling, encourage diversity, emphasize customer service and police professionalism, and ensure that all officers have the knowledge, skills, and abilities, to provide services free from discriminatory practices.
3. Create a standardized process and complaint form to investigate complaints of bias-based policing.
4. Encourage all police departments to evaluate traffic stops quarterly, to identify patterns of biased treatment by police officers, and to annually evaluate police trainings, policies, and procedures for performing traffic stops.
5. Develop a Public Information and Education (PI&E) program to maintain open communication with the community.
6. Work to develop a police selection process that meets the needs of contemporary policing strategies and practices that promote bias-free policing.
7. Establish a model policy recommending the adoption of early intervention systems (EIS).
8. Establish a model policy governing the use of all audio and visual recording devices.
9. Develop a statewide policy that encourages every department to identify a “Police/Community Advocate” that will help with the transparency of police practices.

³ See Rhode Island Police Chiefs’ Association. (2009). Multiyear Strategic Plan to address Bias Based Policing in Rhode Island. Available at: http://ripolicechiefs.org/images/Documents/1_RIPCA_Strategic_Plan_09-24-09.pdf

Following the implementation of these guidelines, the leadership of RIDOT met with the Rhode Island Police Chiefs Association (RIPCA) to determine the best method to collect data on traffic stops statewide. The groups determined that the best method would be to collect the data electronically from the police cruiser at the time of the traffic stop. In the previous data collection efforts, police officers and state troopers were required to record information on a paper form and many officers felt this was tedious and took time away from other enforcement activities. Representatives from RIDOT and RIPCA believed that electronic data collection would address those concerns by making data collection faster, easier, and a part of the normal activities of an officer or trooper. A secondary benefit of employing an electronic data collection process would be that it could facilitate the implementation of an e-citation system that many officers favored. E-citation is an electronic system that allows officers to record information on traffic violations directly into a database from their cruisers and have that information immediately transmitted into an official database. This system would replace the existing paper based citation system.

At the same time, RIDOT developed and released a Request for Proposals for an independent group to collect and analyze the race and ethnicity data from the police departments, and produce results and recommendations to address pertinent issues. The Institute on Race and Justice (IRJ) from Northeastern University in conjunction with Ledge Light Technologies applied for and was awarded a contract to assist with the analysis.

IMPLEMENTATION OF DATA COLLECTION PROCESS

Leadership from RIDOT and IRJ decided that a best practice from previous efforts to conduct traffic stop analyses in Rhode Island and in other states was to establish an advisory committee composed of community members and representatives from law enforcement. During the spring of 2012, a number of community leaders and law enforcement officials were invited to participate as members of an advisory committee. In June of 2012, RIDOT convened an advisory committee composed of members from law enforcement, community organizations, NHTSA, RIDOT, and representatives from IRJ and Ledge Light Technologies (see above for full roster of advisory committee members) to inform the data collection process. The advisory

committee met monthly throughout the entire project and significantly contributed to the success of the project.

During the initial advisory committee meetings, representatives from IRJ made presentations about national best practices on traffic stop data collection and analysis. The discussions focused on the challenges other states had encountered in using traffic stop data to identify racial profiling. The group discussed the challenge posed by the fact that racial profiling was a set of actions by an individual officer or trooper and that traffic stop data analyzed actions using aggregate data by agency. This was particularly true in Rhode Island where the identity of the officer was not included in the data. A second area of discussion involved what is commonly referred to as benchmarks. Benchmarks are the data that traffic stops and other law enforcement actions are compared with to determine if there are disparities by race in enforcement actions. For example if the police from a community stop 20% African American drivers, to what measure (benchmark) should that number be compared to determine if the agencies are stopping too many African Americans? After much discussion over a number of meetings, it was determined that no single benchmark was completely accurate so the use of multiple benchmarks was the best approach.

Also in August, representatives from IRJ attended the Rhode Island Police Chiefs' Association summer technology conference. The staff from IRJ held a session with police leaders to answer questions about the upcoming data collection. The questions related to concerns about the accuracy of the data and the accuracy of the benchmarks that would be used, as well as the time it would take for an officer to collect this information.

During this time period, it was discovered that stops for seat belt violations could not be recorded in the software that had been developed for traffic stop race data collection. This discovery was very important and led to a major effort by RIDOT to reconfigure the software to include the option of a traffic stop for violation of the State's primary seat belt law.

By the end of the summer, the following data elements were finalized and collected for the study:

- The agency making the stop;
- The date, time and general location of the stop;
- The race or ethnicity, gender and date of birth of the driver;
- The resident status of the driver;
- The number of passengers and race or ethnicity of a passenger;
- The reason for the stop;
- The basis for the stop (including seatbelt violations);
- Whether a search was instituted as a result of the stop;
- Whether consent for the search was requested;
- The reasons for any search;
- The scope of the search;
- Whether any contraband was seized in the course of the search, and if so, the nature of the contraband; and
- The outcome and duration of the stop.

DATA COLLECTION TRANSMISSION

In October 2012, the advisory committee received an update from RIDOT about the progress of data collection. It was noted that some agencies had begun data collection, while a large number of other agencies required software upgrades to allow for the transmission of traffic stop race data. Finally it was noted that a small number of communities had in place a Records Management System (RMS) that was incompatible with the traffic stop data collection software and that these agencies might need a unique software solution developed for them. One agency that could not implement the existing software was Providence, the largest agency in Rhode Island. Staff member from RIDOT were already working with Ledge Light Technologies to help develop software solutions for these agencies and this process would continue.

Throughout the fall of 2012, the advisory committee continued to meet and received updates on the number of agencies with updated software and thus capable of transmitting data.

In addition, the advisory committee attended a presentation from IMC (now TriTech) demonstrating how officers would enter data into the system. This was very helpful since it allowed advisory committee members to see how data would be collected and what flexibility was involved in the system.

Also during the fall, RIDOT began to develop a training protocol for agencies to use as data collection was initiated. The protocol provided instructions to officers about how to enter each item in the race data module. For example the protocol instructed the officers to use their perception of the race or ethnicity of the driver and passenger and not to ask the driver their race or ethnicity. These protocols also instructed officers who did not have access to an in cruiser laptop to enter the information once they returned to the station house or police barracks. These protocols were reviewed and edited by members of the advisory committee.

Also during the fall a discussion took place between representatives of RIDOT and members of the RIPCA about security concerns regarding the data transmission from individual police agencies to Northeastern University for analysis. Most data transmission from police departments in Rhode Island takes place over the Rhode Island Law Enforcement Telecommunication System (RILETS). This is a secure communication system that includes law enforcement sensitive information on warrants, alerts and other non-public information. The chiefs were concerned about providing access to the RILETS system because there was so much more than traffic stop data on the system. After lengthy discussions between RIDOT and RIPCA, it was decided that Ledge Light Technologies could access the data and securely transmit it to IRJ. Ledge Light already had access to RILETS from other contracts they had with the State so the chiefs were more comfortable with Ledge Light accessing the traffic stop data and transmitting it to IRJ.

By the end of 2012, RIDOT reported to the advisory committee that 36 communities had begun collecting traffic stop data as proscribed by the data collection guidelines. Of these communities 28, or 78%, were set up to transmit their data to RIDOT. By February of 2013, all 38 agencies were collecting and transmitting data to RIDOT.

Also in February the advisory committee began a discussion of data quality and ways to audit the data to assure quality. Staff from IRJ made a presentation of national best practices and the advisory committee decided that the best way to assure quality data would be to provide the data to each police chief and to give them access to information from agencies they believe to be similar to theirs so they could review the information and see that it was accurate. Once the data was available, Northeastern solicited comparable agencies from each police chief and developed reports that provided the data from each agency and comparable data from agencies they had cited as comparable.

In March of 2013, members of RIPCA met with representatives from RIDOT and after discussion, RIPCA decided that passenger data would no longer be required as part of the data collection process. The RIPCA informed all agencies that passenger data was no longer required, but could be collected voluntarily if member agencies so desired. Both the advisory committee and RIDOT encouraged agencies to continue collecting passenger data, but individual agencies made their own decisions about the future collection of passenger data.

During the same time period, RIDOT asked IRJ to prepare a report for the state legislature about racial and ethnic disparities in seat belt enforcement practices by Rhode Island law enforcement officials. This request stemmed from inquiries from legislators who were considering a bill to make Rhode Island's primary seat belt law permanent. The report was presented to the state legislature on April 11, 2013. Unfortunately, since statewide data collection had only been taking place at the end of 2012, there were only about 1,200 primary seat belt violations in the traffic stop database and no agency had a sufficient number of stops for a seat belt violation to determine if law enforcement officials were enforcing the seat belt law disproportionately on one racial or ethnic group.

During the summer of 2013, the advisory committee began to review initial analyses produced by IRJ. The group reviewed table templates to be sure that the data was being presented in a clear and informative fashion. The group also discussed the difficulty of interpreting data with small numbers of traffic stops of members of racial or ethnic groups. For a

number of communities, there are less than 25 traffic stops of Asian or Hispanic drivers, for example, and these numbers are too small for reliable analysis.

The advisory committee also developed a dissemination strategy that would allow police officials to see their data before it became public. At the same time the committee planned three community forums to allow members of the public to review the results and to ask questions before the report is finalized.

In August 2013, staff from IRJ sent a copy of the analysis to each participating agency. Each agency received tabulations of their data that had been collected up to that point and some statewide figures for comparison. In September, staff from RIDOT and IRJ held two information sessions for chiefs and for their staff to review the data and answer any questions they might have. Many of the questions involved concerns that members of the media or others might draw inaccurate conclusions from the data if racial disparities were uncovered.

Over the following months, the advisory committee met and reviewed various analyses such as the racial and ethnic breakdown of stops compared to the Driving Population Estimate (DPE), stops of residents compared to the residential population, searches and citations. Although Providence started data collection after other agencies due to necessary software development that was unique to Providence, it was determined that they would be included in the initial analysis and would collect data for an additional time period to make them compatible with other agencies.

On November 12th, November 14th, and November 18th, members of RIDOT, IRJ, and the advisory committee held community meetings in Providence, Middletown, and East Providence. The goal of these meetings was to allow members of the public to see the major findings of the initial analysis. These meetings were announced on the state's website and were picked up and announced by some local media.

While members of the advisory committee and local police agencies attended the meetings, relatively few members of the community, in total between 10-20, attended these

sessions. Despite the low attendance, there were some helpful points raised by community members including the need to include data for each racial and ethnic group even though there may be small numbers of stops. Also, the attendees thought that presenting all communities in a single table was very helpful.

The initial draft of the full final report was sent to RIDOT in December of 2013. Based on comments from the community meetings and input from the advisory committee about the need to collect additional data for the analysis, RIDOT has extended the time frame of data collection to allow for more detailed analysis of stop data for each jurisdiction. A plan is being developed to collect traffic stop data for an additional period and to prepare a second report in 2014.

DEFINING AND MEASURING RACIAL PROFILING IN RHODE ISLAND

In Rhode Island racial profiling has been defined 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.”⁴ As with other common definitions of racial profiling, the Rhode Island definition focuses on individual instances where a person is stopped in whole or in part because of their race or ethnicity.

Determining whether or not a particular traffic stop was based on bias is very challenging using statistical evidence alone. Identifying patterns of disparate traffic stops across multiple instances necessitates identifying patterns of stops for individual officers. In Rhode Island, no data were collected on the identity of the officer carrying out a traffic stop, making it impossible to conduct an analysis that would test the existence of disparate stop practices by any individual officer. Aggregate data can indicate patterns of disparate traffic stop activity in a department, but cannot determine the motives of individual officers or the existence of racial bias in enforcement decisions.

⁴ *The Act Relating to Motor and Other Vehicles – Racial Profiling*, 2004 R.I. Pub. Laws 256.

Using aggregate traffic stop data to identify patterns indicative of racial profiling is a controversial area in social science. Although numerous studies have reviewed questions of differential treatment in traffic stops, no consensus exists regarding the best way to determine racial disparities.⁵ Racial disparities in traffic stops can result from a number of 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 reluctant to use the present traffic stop data to draw conclusions about the existence of racial profiling. Despite this limitation, identifying meaningful racial disparities at a community wide level can be an important endeavor. 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. It is for this reason that local law enforcement officials and community stakeholders should closely examine conclusions about existence of racial disparities.

Although there are limits to the types of questions that traffic stop data can answer, this study addresses five important questions that commonly arise in public concern over racial profiling:

1. What is the general pattern of traffic stop activity in Rhode Island?
2. Are non-white drivers stopped more often than their representation in the driving population would predict?
3. Once stopped are non-white drivers more likely to receive a citation than white drivers?
4. Once stopped are non-white drivers more likely to be subject to a search than white drivers?
5. Have traffic enforcement practices or racial and ethnic disparities changed between 2004-2005 and 2013?

⁵ 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*.

Overall, the collection of aggregate statistics and information regarding law enforcement activities can provide information about the nature, character, demographics and results of police enforcement action. In the early 2000s, the State of Rhode Island provided national leadership, requiring the collection of traffic stop data and struggling with the challenging task of using this information to address community concerns and make lasting change. Beginning in 2012, law enforcement agencies in Rhode Island began to transmit data again on traffic stops. This makes Rhode Island one of the few states that can look over time (over the past decade) at changes in traffic enforcement practices and changes in racial and ethnic disparities across communities in Rhode Island. While this report will not answer all questions about the existence of racial profiling, it provides a starting point for conversations between law enforcement and their respective communities about the true impact of traffic enforcement on individuals living, working, and driving in the state of Rhode Island.

Section II

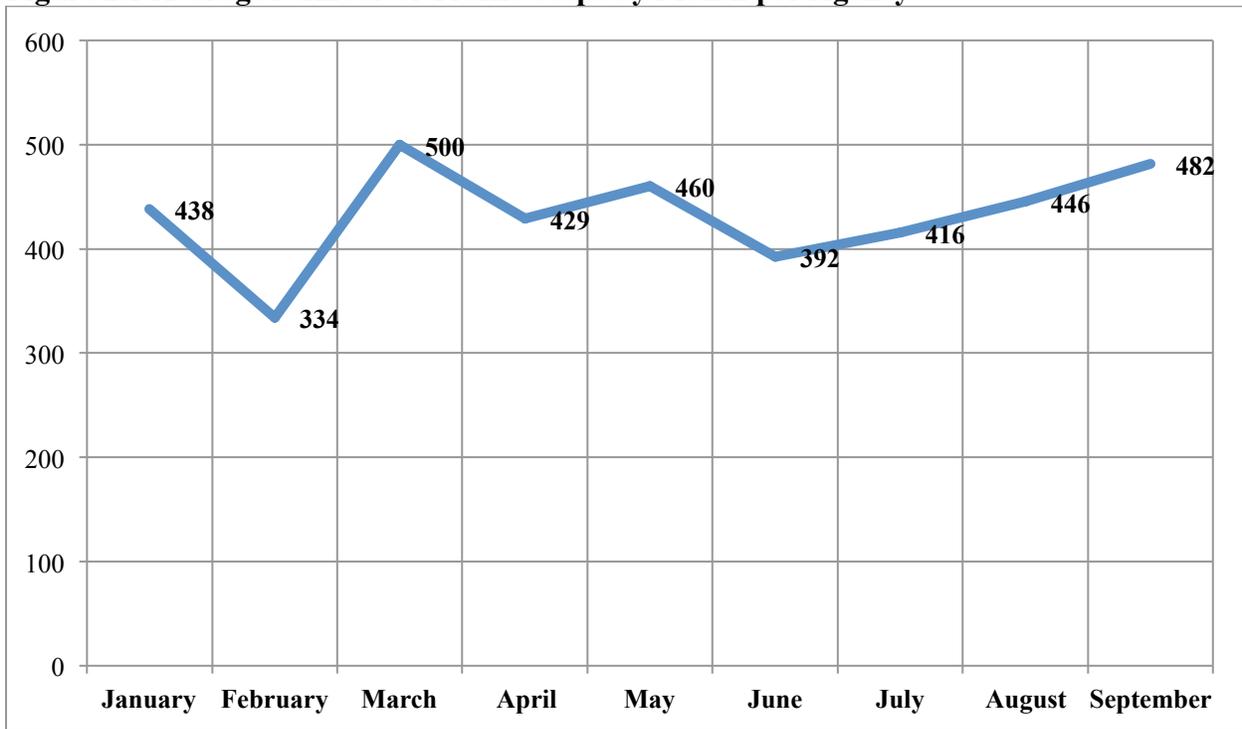
Characteristics of Traffic Stop Data

Using data collected for traffic stops that took place during the study period of January 1, 2013 through September 30, 2013, this section examines the general pattern of traffic enforcement activities in Rhode Island. Statewide and agency information on the characteristics of traffic stops and post-stop activity helps to recognize variations in traffic stop patterns among law enforcement agencies in different communities. 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 data collection time frames. Specifically, implementing the electronic data collection module took longer in some agencies than in others, primarily due to differing underlying records management systems.

Statewide, 153,891 traffic stops were analyzed during the study period.⁶ Figure 2.1 portrays the average number of traffic stops conducted statewide per agency between January 1, 2013 and September 30, 2013. The data presented in Figure 1 reflect a somewhat stable pattern of traffic enforcement across the State of Rhode Island with the number of traffic stops ranging from 334 to 500 each month on average by agency. For the most part, law enforcement agencies were consistent in regards to the number of traffic stops conducted during the study period. Differences in the average number of traffic stops conducted each month are influenced by a number of factors including statewide enforcement programs (e.g. Click It or Ticket) that provide support for enhanced traffic enforcement during specific time periods. One such campaign took place in March of 2013.

⁶ Statewide numbers include traffic stop data conducted during the study period of January 1, 2013 through September 30, 2013 that were collected from local law enforcement agencies, state police barracks, and the University of Rhode Island.

Figure 2.1 Average Number of Traffic Stops by Month per Agency



Because the current study is based on traffic stop data collected during a 9-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 for the study period of October 1, 2004 through September 30, 2005. As shown in Figure 2.2, many jurisdictions reported fewer stops based on the weighted estimate for a 12-month period 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 after the beginning of the study period.

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

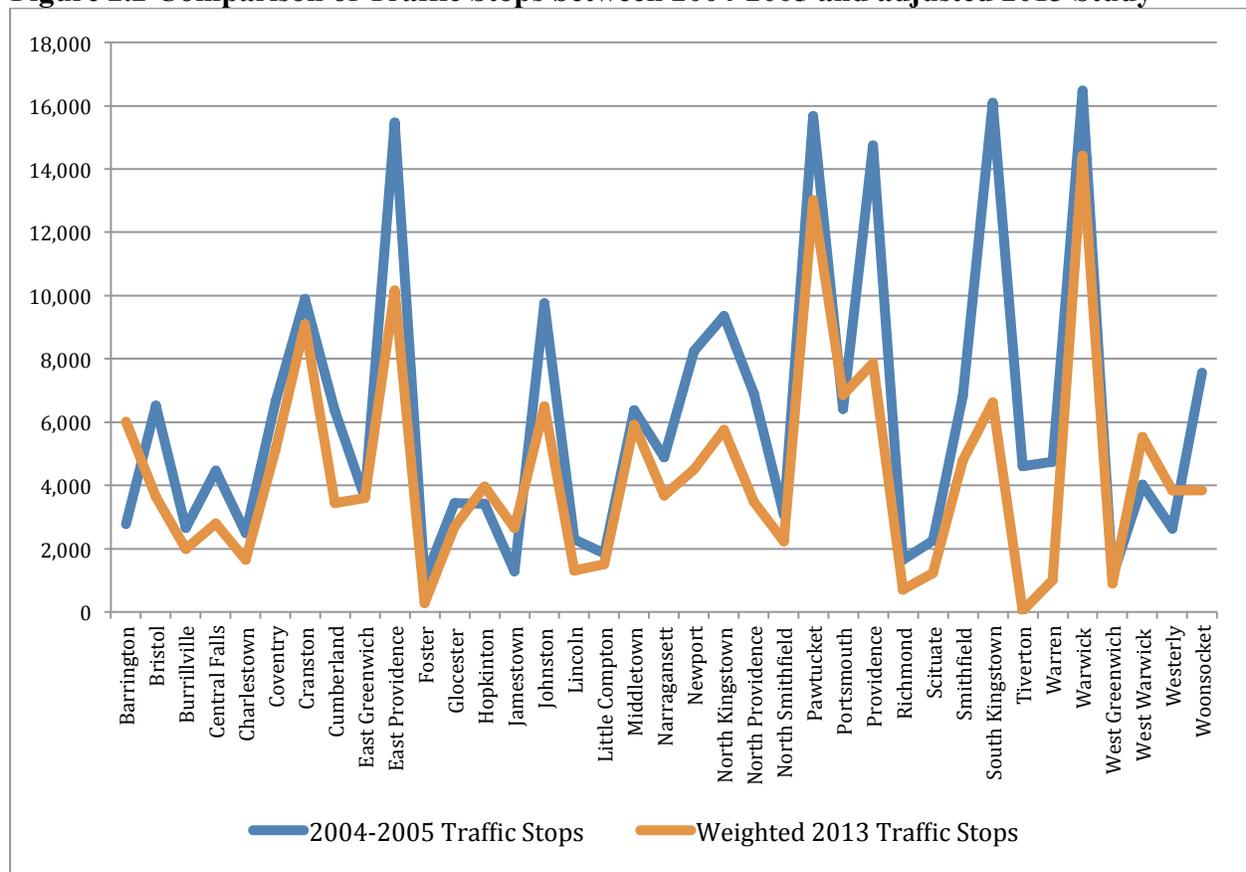


Table 2.1 presents some demographic data on persons stopped in Rhode Island between January and September of 2013. Nearly two-thirds of the drivers stopped were male (63.4%) and nearly three-quarters of the drivers stopped were not residents of the jurisdiction in which the stop occurred. As in other research on traffic enforcement, younger drivers were more likely to be stopped than older drivers with nearly one-half (48.4%) of the drivers under 31 years old and only 17.7% over 50 years of age. In Rhode Island, when we look at data for the entire state we find that vast majority of stops (77.1%) were of white drivers, 11% of the stops were of Hispanic drivers, 9.8% of the stops were of African American drivers, 2% of the stops were of Asian/Pacific Islander drivers and 0.1% of the stops were of Native American drivers. 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 Characteristics (Statewide)					
Driver Race		Driver Gender		Driver Age	
White	77.1%	Male	63.4%	16 to 20	13.4%
African American	9.8%	Female	36.6%	21 to 30	35.0%
Native American	0.1%			31 to 40	18.1%
Asian/Pacific Islander	2.0%	Driver Residency		41 to 50	15.7%
Hispanic	11.0%	Resident	27.7%	51 to 60	11.2%
		Non-Resident	72.3%	61 and Over	6.5%

Across the state of Rhode Island, 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 and most of the drivers stopped receive a citation (Table 2.2). Specifically, 96.4% of the stops were for violations of the traffic statutes as opposed to 2.7% for investigatory stops. The specific traffic violations that were most common were speeding accounting for 38.0% of all stops with stops for equipment violations (e.g. headlight out) accounting for 17.7% of all stops. Seatbelt violations accounted for 8.0% of the stops over the study period. Once a stop is made, most drivers will receive a citation by law enforcement (57.1%) and most of the remaining drivers will receive a warning (35.3%). This will of course differ quite a bit by jurisdiction as discussed later in the report. As in other research into traffic enforcement, traffic stops in Rhode Island rarely result in an arrest of the driver. Statewide only 3.7% 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 3.3% of all stops involved a search of the driver or passengers.

Table 2.2 Stop Characteristics (Statewide)					
Reason for Stop		Basis for Stop		Outcome of Stop	
Investigatory	2.7%	Speeding	38.0%	M/V Citation	57.1%
Violation	96.4%	Other Traffic Violation	27.0%	Notice of Demand	1.5%
Assist	0.9%	Equipment/Inspection		Warning	35.3%
		Violation	17.7%	Arrest Driver	3.7%
		Seatbelt Violation	8.0%	Arrest Passenger	0.2%
		Registration Violation	4.0%	No Action	2.1%
		Call for Service	2.4%		
		Suspicious Person	1.0%	Vehicles Searched	3.3%
		Special Detail/Detailed Patrol	0.6%		
		Violation of City/Town	0.4%		
		Ordinance			
		APB	0.2%		

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 2.3a lists the distribution of stops for each community. To standardize across communities, a rate of traffic stops per 1,000 persons in the population⁷ was created to help facilitate comparison of stop activity between agencies. In table 2.3b 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.

While the five municipal agencies with the largest number of traffic stops – Warwick (10,821), Pawtucket (9,755), East Providence (7,614), Cranston (6,822) and Providence (5,899) – make up about one-third of the traffic stops conducted in Rhode Island (33.5%), their rates are low when we examine stops per population size. In fact, Hopkinton, Jamestown, Little Compton, Barrington, and Portsmouth have the highest rates of traffic stops per 1,000 residents. Conversely, Warren, Lincoln, Foster, Providence, and Tiverton have the lowest rate of traffic stops per 1,000 residents.

⁷ Population estimates for each community are based on the 2010 Census Population Estimates for 18 and over.

Table 2.3a Total Number of Municipal Traffic Stops and Stops by Population (Sorted by Agency)

Agency	2010 18 and Over Census Pop	2013 Traffic Stops	Stops per Resident	Resident Stops per 1,000 Residents
Barrington	11,713	4,513	0.39	385
Bristol	19,331	2,726	0.14	141
Burrillville	12,379	1,499	0.12	121
Central Falls	13,732	2,099	0.15	153
Charlestown	6,321	1,241	0.20	196
Coventry	27,244	3,865	0.14	142
Cranston	63,973	6,822	0.11	107
Cumberland	25,971	2,580	0.10	99
East Greenwich	9,710	2,702	0.28	278
East Providence	37,860	7,614	0.20	201
Foster	3,620	212	0.06	59
Glocester	7,648	2,023	0.26	265
Hopkinton	6,343	2,977	0.47	469
Jamestown	4,362	1,996	0.46	458
Johnston	23,289	4,869	0.21	209
Lincoln	16,354	979	0.06	60
Little Compton	2,838	1,138	0.40	401
Middletown	12,498	4,429	0.35	354
Narragansett	13,599	2,756	0.20	203
Newport	20,589	3,374	0.16	164
North Kingstown	20,164	4,319	0.21	214
North Providence	26,564	2,614	0.10	98
North Smithfield	9,511	1,678	0.18	176
Pawtucket	54,573	9,755	0.18	179
Portsmouth	13,393	5,152	0.38	385
Providence	136,408	5,899	0.04	43
Richmond	5,859	528	0.09	90
Scituate	8,057	927	0.12	115
Smithfield	17,805	3,590	0.20	202
South Kingstown	25,223	4,960	0.20	197
Tiverton	12,782	26	0.00	2
Warren	8,671	755	0.09	87
Warwick	66,847	10,821	0.16	162
West Greenwich	4,658	681	0.15	146
West Warwick	23,445	4,156	0.18	177
Westerly	18,000	2,885	0.16	160
Woonsocket	31,298	2,883	0.09	92

Table 2.3b Total Number of Municipal Traffic Stops (Sorted by Rate per 1,000 Residents)

Agency	2010 18 and Over Census Pop	2013 Traffic Stops	Stops per Resident	Resident Stops per 1,000 Residents
Hopkinton	6,343	2,977	0.47	469
Jamestown	4,362	1,996	0.46	458
Little Compton	2,838	1,138	0.40	401
Barrington	11,713	4,513	0.39	385
Portsmouth	13,393	5,152	0.38	385
Middletown	12,498	4,429	0.35	354
East Greenwich	9,710	2,702	0.28	278
Glocester	7,648	2,023	0.26	265
North Kingstown	20,164	4,319	0.21	214
Johnston	23,289	4,869	0.21	209
Narragansett	13,599	2,756	0.20	203
Smithfield	17,805	3,590	0.20	202
East Providence	37,860	7,614	0.20	201
South Kingstown	25,223	4,960	0.20	197
Charlestown	6,321	1,241	0.20	196
Pawtucket	54,573	9,755	0.18	179
West Warwick	23,445	4,156	0.18	177
North Smithfield	9,511	1,678	0.18	176
Newport	20,589	3,374	0.16	164
Warwick	66,847	10,821	0.16	162
Westerly	18,000	2,885	0.16	160
Central Falls	13,732	2,099	0.15	153
West Greenwich	4,658	681	0.15	146
Coventry	27,244	3,865	0.14	142
Bristol	19,331	2,726	0.14	141
Burrillville	12,379	1,499	0.12	121
Scituate	8,057	927	0.12	115
Cranston	63,973	6,822	0.11	107
Cumberland	25,971	2,580	0.10	99
North Providence	26,564	2,614	0.10	98
Woonsocket	31,298	2,883	0.09	92
Richmond	5,859	528	0.09	90
Warren	8,671	755	0.09	87
Lincoln	16,354	979	0.06	60
Foster	3,620	212	0.06	59
Providence	136,408	5,899	0.04	43
Tiverton	12,782	26	0.00	2

In addition to differences in rates of traffic stops, agencies decide to make traffic stops for a number of different reasons. Table 2.4a 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 2.4b 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, Woonsocket, Newport, and Providence 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 (4.2%). 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.

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 2.4c).

Table 2.4a 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	153891	38.0%	27.0%	17.7%	4.0%	0.4%	0.6%	2.4%	0.2%	1.0%	0.6%	8.0%
Barrington	4,513	45.9%	16.0%	23.2%	6.3%	0.6%	0.1%	0.6%	0.0%	0.7%	0.6%	6.0%
Bristol	2,726	29.2%	44.1%	13.4%	3.6%	0.7%	0.1%	2.6%	0.0%	0.4%	0.1%	5.7%
Burrillville	1,499	53.2%	16.9%	6.5%	6.0%	0.3%	0.0%	2.2%	0.0%	0.5%	0.5%	13.9%
Central Falls	2,099	18.3%	33.7%	12.4%	5.7%	1.9%	1.1%	3.6%	0.0%	2.5%	1.9%	18.5%
Charlestown	1,241	64.1%	13.7%	10.7%	5.8%	0.4%	0.0%	1.8%	0.6%	1.5%	0.9%	0.5%
Coventry	3,865	39.6%	23.4%	23.6%	1.8%	0.2%	0.1%	3.4%	0.2%	0.9%	0.4%	6.3%
Cranston	6,822	22.6%	45.7%	20.9%	5.3%	0.2%	1.8%	0.3%	0.1%	2.5%	0.2%	0.1%
Cumberland	2,580	25.9%	28.0%	21.5%	5.7%	0.3%	0.8%	4.4%	0.2%	7.0%	3.2%	2.2%
East Greenwich	2,702	52.5%	24.6%	11.0%	1.1%	0.2%	0.3%	4.3%	0.0%	1.4%	1.4%	3.0%
East Providence	7,614	48.7%	20.4%	11.0%	4.1%	0.4%	0.1%	1.9%	0.1%	0.6%	0.2%	12.2%
Foster	212	93.9%	0.9%	0.0%	0.0%	0.0%	1.9%	1.4%	0.0%	0.9%	0.9%	0.0%
Glocester	2,023	83.1%	7.6%	4.9%	0.2%	0.2%	0.0%	1.7%	0.0%	0.3%	0.0%	1.8%
Hopkinton	2,977	45.7%	10.5%	24.9%	2.5%	0.1%	0.9%	1.1%	0.2%	1.1%	0.8%	11.8%
Jamestown	1,996	56.1%	20.9%	14.4%	2.2%	0.2%	0.0%	1.2%	0.1%	0.5%	0.5%	4.0%
Johnston	4,869	20.7%	35.2%	32.8%	1.6%	0.2%	1.2%	2.6%	0.2%	0.4%	0.1%	4.9%
Lincoln	979	43.5%	26.1%	8.0%	7.9%	0.4%	0.3%	3.1%	0.1%	2.5%	0.9%	7.2%
Little Compton	1,138	50.5%	12.5%	19.2%	4.7%	0.0%	0.0%	0.7%	0.3%	1.2%	0.4%	10.5%
Middletown	4,429	38.0%	23.4%	22.4%	9.9%	0.0%	0.5%	1.1%	0.1%	0.3%	0.1%	4.2%
Narragansett	2,756	42.7%	29.2%	19.2%	1.8%	0.2%	0.7%	2.8%	0.3%	1.4%	0.7%	0.7%
Newport	3,374	15.8%	49.3%	26.4%	0.7%	1.0%	0.1%	2.2%	0.1%	0.4%	1.6%	2.3%
North Kingstown	4,319	58.1%	19.6%	15.4%	1.3%	0.0%	0.0%	2.8%	0.4%	0.8%	1.3%	0.1%
North Providence	2,614	17.9%	27.2%	33.8%	2.3%	0.2%	0.1%	4.4%	0.1%	0.4%	0.1%	13.4%
North Smithfield	1,678	31.8%	17.6%	44.2%	2.7%	0.0%	0.0%	0.6%	0.1%	1.0%	0.2%	1.8%
Pawtucket	9,755	23.4%	41.1%	13.3%	0.7%	0.1%	0.1%	2.9%	0.1%	0.1%	0.0%	18.0%
Portsmouth	5,152	53.9%	19.2%	18.2%	0.2%	0.1%	0.0%	1.3%	0.2%	0.5%	3.1%	3.2%
Providence	5,899	8.8%	50.8%	8.2%	6.5%	2.5%	1.0%	5.5%	0.5%	4.2%	1.9%	10.0%
Richmond	528	50.9%	20.6%	7.8%	14.0%	0.0%	0.2%	3.8%	0.2%	1.3%	0.0%	1.1%
RISP - All	31436	45.9%	19.0%	18.9%	4.5%	0.1%	0.3%	1.5%	0.1%	0.1%	0.1%	9.5%
RISP - Chepachet	6,521	43.6%	17.7%	20.2%	5.8%	0.0%	0.1%	1.8%	0.1%	0.0%	0.1%	10.6%

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 - Hope Valley	7,978	54.0%	16.6%	14.9%	3.4%	0.0%	0.3%	1.1%	0.1%	0.1%	0.3%	9.3%
RISP - Headquarters	804	40.4%	23.6%	17.8%	1.5%	0.0%	2.0%	1.5%	0.2%	0.1%	0.2%	12.6%
RISP - Lincoln	7,534	33.8%	23.1%	23.0%	5.0%	0.1%	0.5%	2.3%	0.1%	0.0%	0.1%	12.1%
RISP - Wickford	8,599	51.3%	18.0%	18.1%	4.4%	0.3%	0.2%	1.1%	0.2%	0.1%	0.1%	6.3%
Scituate	927	65.8%	16.0%	10.2%	2.9%	0.1%	0.1%	1.3%	0.1%	0.8%	0.3%	1.9%
Smithfield	3,590	33.0%	25.7%	13.0%	8.3%	0.3%	0.1%	4.0%	0.2%	1.5%	0.5%	13.3%
South Kingstown	4,960	55.5%	31.5%	5.6%	3.9%	0.2%	0.0%	0.5%	0.6%	1.3%	0.6%	0.1%
Tiverton	26	26.9%	19.2%	23.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	26.9%
Univ of Rhode Island	412	20.6%	69.9%	1.2%	0.2%	0.0%	0.0%	0.5%	0.2%	3.2%	0.2%	3.6%
Warren	755	31.7%	28.2%	18.8%	10.5%	0.0%	0.0%	0.9%	0.4%	2.3%	0.5%	6.2%
Warwick	10,821	28.2%	30.1%	16.7%	5.0%	1.3%	1.8%	4.0%	0.0%	1.0%	0.4%	11.5%
West Greenwich	681	68.9%	14.5%	4.8%	5.6%	0.1%	1.2%	0.6%	0.0%	0.9%	0.1%	3.2%
West Warwick	4,156	28.8%	21.5%	29.5%	6.6%	0.9%	3.5%	2.1%	0.1%	1.8%	0.4%	4.6%
Westerly	2,885	37.5%	26.9%	20.5%	3.6%	0.0%	0.0%	3.7%	0.2%	0.5%	0.0%	6.9%
Woonsocket	2,883	16.3%	34.0%	8.0%	1.6%	1.9%	5.2%	7.4%	1.2%	1.1%	0.2%	22.9%

Table 2.4b 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
Foster	212	93.9%	0.9%	0.0%	0.0%	0.0%	1.9%	1.4%	0.0%	0.9%	0.9%	0.0%
Glocester	2,023	83.1%	7.6%	4.9%	0.2%	0.2%	0.0%	1.7%	0.0%	0.3%	0.0%	1.8%
West Greenwich	681	68.9%	14.5%	4.8%	5.6%	0.1%	1.2%	0.6%	0.0%	0.9%	0.1%	3.2%
Scituate	927	65.8%	16.0%	10.2%	2.9%	0.1%	0.1%	1.3%	0.1%	0.8%	0.3%	1.9%
Charlestown	1,241	64.1%	13.7%	10.7%	5.8%	0.4%	0.0%	1.8%	0.6%	1.5%	0.9%	0.5%
North Kingstown	4,319	58.1%	19.6%	15.4%	1.3%	0.0%	0.0%	2.8%	0.4%	0.8%	1.3%	0.1%
Jamestown	1,996	56.1%	20.9%	14.4%	2.2%	0.2%	0.0%	1.2%	0.1%	0.5%	0.5%	4.0%
South Kingstown	4,960	55.5%	31.5%	5.6%	3.9%	0.2%	0.0%	0.5%	0.6%	1.3%	0.6%	0.1%
RISP - Hope Valley	7,978	54.0%	16.6%	14.9%	3.4%	0.0%	0.3%	1.1%	0.1%	0.1%	0.3%	9.3%
Portsmouth	5,152	53.9%	19.2%	18.2%	0.2%	0.1%	0.0%	1.3%	0.2%	0.5%	3.1%	3.2%
Burrillville	1,499	53.2%	16.9%	6.5%	6.0%	0.3%	0.0%	2.2%	0.0%	0.5%	0.5%	13.9%
East Greenwich	2,702	52.5%	24.6%	11.0%	1.1%	0.2%	0.3%	4.3%	0.0%	1.4%	1.4%	3.0%
RISP - Wickford	8,599	51.3%	18.0%	18.1%	4.4%	0.3%	0.2%	1.1%	0.2%	0.1%	0.1%	6.3%
Richmond	528	50.9%	20.6%	7.8%	14.0%	0.0%	0.2%	3.8%	0.2%	1.3%	0.0%	1.1%
Little Compton	1,138	50.5%	12.5%	19.2%	4.7%	0.0%	0.0%	0.7%	0.3%	1.2%	0.4%	10.5%
East Providence	7,614	48.7%	20.4%	11.0%	4.1%	0.4%	0.1%	1.9%	0.1%	0.6%	0.2%	12.2%
RISP - All	31436	45.9%	19.0%	18.9%	4.5%	0.1%	0.3%	1.5%	0.1%	0.1%	0.1%	9.5%
Barrington	4,513	45.9%	16.0%	23.2%	6.3%	0.6%	0.1%	0.6%	0.0%	0.7%	0.6%	6.0%
Hopkinton	2,977	45.7%	10.5%	24.9%	2.5%	0.1%	0.9%	1.1%	0.2%	1.1%	0.8%	11.8%
RISP - Chepachet	6,521	43.6%	17.7%	20.2%	5.8%	0.0%	0.1%	1.8%	0.1%	0.0%	0.1%	10.6%
Lincoln	979	43.5%	26.1%	8.0%	7.9%	0.4%	0.3%	3.1%	0.1%	2.5%	0.9%	7.2%
Narragansett	2,756	42.7%	29.2%	19.2%	1.8%	0.2%	0.7%	2.8%	0.3%	1.4%	0.7%	0.7%
RISP - Headquarters	804	40.4%	23.6%	17.8%	1.5%	0.0%	2.0%	1.5%	0.2%	0.1%	0.2%	12.6%
Coventry	3,865	39.6%	23.4%	23.6%	1.8%	0.2%	0.1%	3.4%	0.2%	0.9%	0.4%	6.3%
Middletown	4,429	38.0%	23.4%	22.4%	9.9%	0.0%	0.5%	1.1%	0.1%	0.3%	0.1%	4.2%
Westerly	2,885	37.5%	26.9%	20.5%	3.6%	0.0%	0.0%	3.7%	0.2%	0.5%	0.0%	6.9%
RISP - Lincoln	7,534	33.8%	23.1%	23.0%	5.0%	0.1%	0.5%	2.3%	0.1%	0.0%	0.1%	12.1%
Smithfield	3,590	33.0%	25.7%	13.0%	8.3%	0.3%	0.1%	4.0%	0.2%	1.5%	0.5%	13.3%
North Smithfield	1,678	31.8%	17.6%	44.2%	2.7%	0.0%	0.0%	0.6%	0.1%	1.0%	0.2%	1.8%
Warren	755	31.7%	28.2%	18.8%	10.5%	0.0%	0.0%	0.9%	0.4%	2.3%	0.5%	6.2%

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
Bristol	2,726	29.2%	44.1%	13.4%	3.6%	0.7%	0.1%	2.6%	0.0%	0.4%	0.1%	5.7%
West Warwick	4,156	28.8%	21.5%	29.5%	6.6%	0.9%	3.5%	2.1%	0.1%	1.8%	0.4%	4.6%
Warwick	10,821	28.2%	30.1%	16.7%	5.0%	1.3%	1.8%	4.0%	0.0%	1.0%	0.4%	11.5%
Tiverton	26	26.9%	19.2%	23.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	26.9%
Cumberland	2,580	25.9%	28.0%	21.5%	5.7%	0.3%	0.8%	4.4%	0.2%	7.0%	3.2%	2.2%
Pawtucket	9,755	23.4%	41.1%	13.3%	0.7%	0.1%	0.1%	2.9%	0.1%	0.1%	0.0%	18.0%
Cranston	6,822	22.6%	45.7%	20.9%	5.3%	0.2%	1.8%	0.3%	0.1%	2.5%	0.2%	0.1%
Johnston	4,869	20.7%	35.2%	32.8%	1.6%	0.2%	1.2%	2.6%	0.2%	0.4%	0.1%	4.9%
Univ of Rhode Island	412	20.6%	69.9%	1.2%	0.2%	0.0%	0.0%	0.5%	0.2%	3.2%	0.2%	3.6%
Central Falls	2,099	18.3%	33.7%	12.4%	5.7%	1.9%	1.1%	3.6%	0.0%	2.5%	1.9%	18.5%
North Providence	2,614	17.9%	27.2%	33.8%	2.3%	0.2%	0.1%	4.4%	0.1%	0.4%	0.1%	13.4%
Woonsocket	2,883	16.3%	34.0%	8.0%	1.6%	1.9%	5.2%	7.4%	1.2%	1.1%	0.2%	22.9%
Newport	3,374	15.8%	49.3%	26.4%	0.7%	1.0%	0.1%	2.2%	0.1%	0.4%	1.6%	2.3%
Providence	5,899	8.8%	50.8%	8.2%	6.5%	2.5%	1.0%	5.5%	0.5%	4.2%	1.9%	10.0%

Table 2.4c. 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/Detail ed Patrol	Call for Service	APB	Suspicious Person	Motorist Assist	Seatbelt Violation
Tiverton	26	26.9%	19.2%	23.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	26.9%
Woonsocket	2,883	16.3%	34.0%	8.0%	1.6%	1.9%	5.2%	7.4%	1.2%	1.1%	0.2%	22.9%
Central Falls	2,099	18.3%	33.7%	12.4%	5.7%	1.9%	1.1%	3.6%	0.0%	2.5%	1.9%	18.5%
Pawtucket	9,755	23.4%	41.1%	13.3%	0.7%	0.1%	0.1%	2.9%	0.1%	0.1%	0.0%	18.0%
Burrillville	1,499	53.2%	16.9%	6.5%	6.0%	0.3%	0.0%	2.2%	0.0%	0.5%	0.5%	13.9%
North Providence	2,614	17.9%	27.2%	33.8%	2.3%	0.2%	0.1%	4.4%	0.1%	0.4%	0.1%	13.4%
Smithfield	3,590	33.0%	25.7%	13.0%	8.3%	0.3%	0.1%	4.0%	0.2%	1.5%	0.5%	13.3%
RISP - Headquarters	804	40.4%	23.6%	17.8%	1.5%	0.0%	2.0%	1.5%	0.2%	0.1%	0.2%	12.6%
East Providence	7,614	48.7%	20.4%	11.0%	4.1%	0.4%	0.1%	1.9%	0.1%	0.6%	0.2%	12.2%
RISP - Lincoln	7,534	33.8%	23.1%	23.0%	5.0%	0.1%	0.5%	2.3%	0.1%	0.0%	0.1%	12.1%
Hopkinton	2,977	45.7%	10.5%	24.9%	2.5%	0.1%	0.9%	1.1%	0.2%	1.1%	0.8%	11.8%
Warwick	10,821	28.2%	30.1%	16.7%	5.0%	1.3%	1.8%	4.0%	0.0%	1.0%	0.4%	11.5%
RISP - Chepachet	6,521	43.6%	17.7%	20.2%	5.8%	0.0%	0.1%	1.8%	0.1%	0.0%	0.1%	10.6%
Little Compton	1,138	50.5%	12.5%	19.2%	4.7%	0.0%	0.0%	0.7%	0.3%	1.2%	0.4%	10.5%
Providence	5,899	8.8%	50.8%	8.2%	6.5%	2.5%	1.0%	5.5%	0.5%	4.2%	1.9%	10.0%
RISP (All)	31436	45.9%	19.0%	18.9%	4.5%	0.1%	0.3%	1.5%	0.1%	0.1%	0.1%	9.5%
RISP - Hope Valley	7,978	54.0%	16.6%	14.9%	3.4%	0.0%	0.3%	1.1%	0.1%	0.1%	0.3%	9.3%
Lincoln	979	43.5%	26.1%	8.0%	7.9%	0.4%	0.3%	3.1%	0.1%	2.5%	0.9%	7.2%
Westerly	2,885	37.5%	26.9%	20.5%	3.6%	0.0%	0.0%	3.7%	0.2%	0.5%	0.0%	6.9%
RISP - Wickford	8,599	51.3%	18.0%	18.1%	4.4%	0.3%	0.2%	1.1%	0.2%	0.1%	0.1%	6.3%
Coventry	3,865	39.6%	23.4%	23.6%	1.8%	0.2%	0.1%	3.4%	0.2%	0.9%	0.4%	6.3%
Warren	755	31.7%	28.2%	18.8%	10.5%	0.0%	0.0%	0.9%	0.4%	2.3%	0.5%	6.2%
Barrington	4,513	45.9%	16.0%	23.2%	6.3%	0.6%	0.1%	0.6%	0.0%	0.7%	0.6%	6.0%
Bristol	2,726	29.2%	44.1%	13.4%	3.6%	0.7%	0.1%	2.6%	0.0%	0.4%	0.1%	5.7%
Johnston	4,869	20.7%	35.2%	32.8%	1.6%	0.2%	1.2%	2.6%	0.2%	0.4%	0.1%	4.9%
West Warwick	4,156	28.8%	21.5%	29.5%	6.6%	0.9%	3.5%	2.1%	0.1%	1.8%	0.4%	4.6%
Middletown	4,429	38.0%	23.4%	22.4%	9.9%	0.0%	0.5%	1.1%	0.1%	0.3%	0.1%	4.2%
Jamestown	1,996	56.1%	20.9%	14.4%	2.2%	0.2%	0.0%	1.2%	0.1%	0.5%	0.5%	4.0%
Univ of Rhode Island	412	20.6%	69.9%	1.2%	0.2%	0.0%	0.0%	0.5%	0.2%	3.2%	0.2%	3.6%
Portsmouth	5,152	53.9%	19.2%	18.2%	0.2%	0.1%	0.0%	1.3%	0.2%	0.5%	3.1%	3.2%

Agency	Total	Speeding	Other Traffic Violation	Equipment/ Inspection Violation	Registration Violation	Violation of City/Town Ordinance	Special Detail/Detail ed Patrol	Call for Service	APB	Suspicious Person	Motorist Assist	Seatbelt Violation
West Greenwich	681	68.9%	14.5%	4.8%	5.6%	0.1%	1.2%	0.6%	0.0%	0.9%	0.1%	3.2%
East Greenwich	2,702	52.5%	24.6%	11.0%	1.1%	0.2%	0.3%	4.3%	0.0%	1.4%	1.4%	3.0%
Newport	3,374	15.8%	49.3%	26.4%	0.7%	1.0%	0.1%	2.2%	0.1%	0.4%	1.6%	2.3%
Cumberland	2,580	25.9%	28.0%	21.5%	5.7%	0.3%	0.8%	4.4%	0.2%	7.0%	3.2%	2.2%
Scituate	927	65.8%	16.0%	10.2%	2.9%	0.1%	0.1%	1.3%	0.1%	0.8%	0.3%	1.9%
North Smithfield	1,678	31.8%	17.6%	44.2%	2.7%	0.0%	0.0%	0.6%	0.1%	1.0%	0.2%	1.8%
Glocester	2,023	83.1%	7.6%	4.9%	0.2%	0.2%	0.0%	1.7%	0.0%	0.3%	0.0%	1.8%
Richmond	528	50.9%	20.6%	7.8%	14.0%	0.0%	0.2%	3.8%	0.2%	1.3%	0.0%	1.1%
Narragansett	2,756	42.7%	29.2%	19.2%	1.8%	0.2%	0.7%	2.8%	0.3%	1.4%	0.7%	0.7%
Charlestown	1,241	64.1%	13.7%	10.7%	5.8%	0.4%	0.0%	1.8%	0.6%	1.5%	0.9%	0.5%
South Kingstown	4,960	55.5%	31.5%	5.6%	3.9%	0.2%	0.0%	0.5%	0.6%	1.3%	0.6%	0.1%
North Kingstown	4,319	58.1%	19.6%	15.4%	1.3%	0.0%	0.0%	2.8%	0.4%	0.8%	1.3%	0.1%
Cranston	6,822	22.6%	45.7%	20.9%	5.3%	0.2%	1.8%	0.3%	0.1%	2.5%	0.2%	0.1%
Foster	212	93.9%	0.9%	0.0%	0.0%	0.0%	1.9%	1.4%	0.0%	0.9%	0.9%	0.0%

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. Statewide, over one-half (57.1%) of the stops resulted in a citation being issued and 35.3% resulted in a warning but individual jurisdictions varied dramatically in their post-stop enforcement actions. For example, in Pawtucket, citations were issued in 94.6% of the traffic stops (the highest percentage in the state). Conversely, in Little Compton and Newport, when drivers were stopped they were rarely cited (14.9% and 14.2% 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 (82.5% and 83.2% of stops respectively resulted in a warning). These variations reflect the influence of local community decisions and priorities in the enforcement of state traffic laws. While some communities believe in the use of citations as a way of increasing traffic safety, others may 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, Lincoln, and North Providence had the largest proportion of all traffic stops result in the driver's arrest (11.9%, 9.5%, and 9.5% of all stops resulted in the driver's arrest, respectively) in comparison to the statewide average of 3.7%.

Table 2.5a Outcome of Stops (Sorted by Agency)

Agency	N	M/V Citation	N/D	Warning	Arrest Driver	Arrest Passenger	No Action
Statewide	153,891	57.1%	1.5%	35.3%	3.7%	0.2%	2.1%
Barrington	4,513	23.0%	0.8%	72.6%	2.2%	0.0%	1.3%
Bristol	2,726	36.5%	0.6%	58.4%	4.4%	0.0%	0.1%
Burrillville	1,499	59.6%	0.3%	34.3%	4.1%	0.1%	1.7%
Central Falls	2,099	59.5%	2.1%	22.9%	11.9%	0.4%	3.3%
Charlestown	1,241	22.8%	1.0%	70.1%	2.0%	0.1%	3.9%
Coventry	3,865	20.8%	2.0%	68.9%	5.9%	0.1%	2.3%
Cranston	6,822	43.4%	2.3%	46.5%	3.5%	0.3%	4.0%
Cumberland	2,580	21.7%	2.5%	58.4%	4.4%	0.6%	12.3%
East Greenwich	2,702	43.3%	1.1%	46.2%	3.0%	0.1%	6.4%
East Providence	7,614	80.6%	2.5%	13.3%	2.8%	0.2%	0.7%
Foster	212	61.3%	0.0%	36.3%	0.9%	0.0%	1.4%
Glocester	2,023	58.0%	0.0%	39.9%	1.7%	0.0%	0.3%
Hopkinton	2,977	34.3%	6.3%	51.9%	3.2%	0.3%	4.1%
Jamestown	1,996	22.5%	0.2%	73.5%	2.5%	0.1%	1.3%
Johnston	4,869	77.4%	0.3%	18.7%	2.8%	0.2%	0.6%
Lincoln	979	52.4%	0.3%	31.4%	9.5%	1.0%	5.4%
Little Compton	1,138	14.9%	0.0%	82.5%	2.2%	0.0%	0.4%
Middletown	4,429	26.3%	0.0%	68.8%	4.6%	0.0%	0.3%
Narragansett	2,756	26.0%	0.9%	62.2%	8.4%	0.1%	2.4%
Newport	3,374	14.2%	0.4%	83.2%	1.7%	0.0%	0.5%
North Kingstown	4,319	56.1%	0.2%	37.0%	2.5%	0.1%	4.1%
North Providence	2,614	50.3%	0.1%	39.1%	9.5%	0.2%	0.8%
North Smithfield	1,678	47.3%	22.6%	16.7%	7.0%	0.7%	5.7%
Pawtucket	9,755	94.6%	0.0%	2.5%	2.9%	0.0%	0.0%
Portsmouth	5,152	29.9%	5.2%	57.7%	2.9%	0.2%	4.0%
Providence	5,899	47.3%	0.4%	40.3%	5.9%	0.6%	5.4%
Richmond	528	74.1%	0.2%	17.2%	8.3%	0.0%	0.2%
RISP - All	31,436	86.4%	0.7%	9.8%	2.2%	0.4%	0.5%
RISP - Chepachet	6,521	92.1%	0.1%	2.6%	3.9%	0.7%	0.6%
RISP - Hope Valley	7,978	81.8%	0.3%	15.4%	1.5%	0.3%	0.7%
RISP - Headquarters	804	91.4%	0.0%	5.2%	2.6%	0.4%	0.4%
RISP - Lincoln	7,534	85.2%	2.2%	9.5%	2.2%	0.5%	0.5%
RISP - Wickford	8,599	86.9%	0.3%	10.7%	1.7%	0.1%	0.3%
Scituate	927	47.8%	1.1%	42.0%	7.7%	0.0%	1.5%
Smithfield	3,590	62.1%	1.4%	30.2%	4.0%	0.1%	2.3%
South Kingstown	4,960	31.4%	0.5%	62.5%	3.3%	0.2%	2.1%
Tiverton	26	53.8%	11.5%	15.4%	0.0%	0.0%	19.2%
Univ of Rhode Island	412	47.3%	0.0%	48.8%	0.7%	0.0%	3.2%
Warren	755	47.7%	5.3%	37.2%	4.8%	0.4%	4.6%
Warwick	10,821	57.5%	4.0%	31.5%	4.3%	0.1%	2.6%
West Greenwich	681	34.7%	0.4%	59.9%	1.5%	0.0%	3.5%
West Warwick	4,156	45.0%	0.2%	45.2%	5.0%	0.3%	4.3%
Westerly	2,885	40.3%	0.1%	54.7%	4.2%	0.3%	0.4%
Woonsocket	2,883	79.2%	0.2%	14.0%	4.5%	0.1%	2.0%

Table 2.5b 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
Pawtucket	9,755	94.6%	0.0%	2.5%	2.9%	0.0%	0.0%
RISP - Chepachet	6,521	92.1%	0.1%	2.6%	3.9%	0.7%	0.6%
RISP - Headquarters	804	91.4%	0.0%	5.2%	2.6%	0.4%	0.4%
RISP - Wickford	8,599	86.9%	0.3%	10.7%	1.7%	0.1%	0.3%
RISP - All	31,436	86.4%	0.7%	9.8%	2.2%	0.4%	0.5%
RISP - Lincoln	7,534	85.2%	2.2%	9.5%	2.2%	0.5%	0.5%
RISP - Hope Valley	7,978	81.8%	0.3%	15.4%	1.5%	0.3%	0.7%
East Providence	7,614	80.6%	2.5%	13.3%	2.8%	0.2%	0.7%
Woonsocket	2,883	79.2%	0.2%	14.0%	4.5%	0.1%	2.0%
Johnston	4,869	77.4%	0.3%	18.7%	2.8%	0.2%	0.6%
Richmond	528	74.1%	0.2%	17.2%	8.3%	0.0%	0.2%
Smithfield	3,590	62.1%	1.4%	30.2%	4.0%	0.1%	2.3%
Foster	212	61.3%	0.0%	36.3%	0.9%	0.0%	1.4%
Burrillville	1,499	59.6%	0.3%	34.3%	4.1%	0.1%	1.7%
Central Falls	2,099	59.5%	2.1%	22.9%	11.9%	0.4%	3.3%
Glocester	2,023	58.0%	0.0%	39.9%	1.7%	0.0%	0.3%
Warwick	10,821	57.5%	4.0%	31.5%	4.3%	0.1%	2.6%
North Kingstown	4,319	56.1%	0.2%	37.0%	2.5%	0.1%	4.1%
Tiverton	26	53.8%	11.5%	15.4%	0.0%	0.0%	19.2%
Lincoln	979	52.4%	0.3%	31.4%	9.5%	1.0%	5.4%
North Providence	2,614	50.3%	0.1%	39.1%	9.5%	0.2%	0.8%
Scituate	927	47.8%	1.1%	42.0%	7.7%	0.0%	1.5%
Warren	755	47.7%	5.3%	37.2%	4.8%	0.4%	4.6%
Univ of Rhode Island	412	47.3%	0.0%	48.8%	0.7%	0.0%	3.2%
Providence	5,899	47.3%	0.4%	40.3%	5.9%	0.6%	5.4%
North Smithfield	1,678	47.3%	22.6%	16.7%	7.0%	0.7%	5.7%
West Warwick	4,156	45.0%	0.2%	45.2%	5.0%	0.3%	4.3%
Cranston	6,822	43.4%	2.3%	46.5%	3.5%	0.3%	4.0%
East Greenwich	2,702	43.3%	1.1%	46.2%	3.0%	0.1%	6.4%
Westerly	2,885	40.3%	0.1%	54.7%	4.2%	0.3%	0.4%
Bristol	2,726	36.5%	0.6%	58.4%	4.4%	0.0%	0.1%
West Greenwich	681	34.7%	0.4%	59.9%	1.5%	0.0%	3.5%
Hopkinton	2,977	34.3%	6.3%	51.9%	3.2%	0.3%	4.1%
South Kingstown	4,960	31.4%	0.5%	62.5%	3.3%	0.2%	2.1%
Portsmouth	5,152	29.9%	5.2%	57.7%	2.9%	0.2%	4.0%
Middletown	4,429	26.3%	0.0%	68.8%	4.6%	0.0%	0.3%
Narragansett	2,756	26.0%	0.9%	62.2%	8.4%	0.1%	2.4%
Barrington	4,513	23.0%	0.8%	72.6%	2.2%	0.0%	1.3%
Charlestown	1,241	22.8%	1.0%	70.1%	2.0%	0.1%	3.9%
Jamestown	1,996	22.5%	0.2%	73.5%	2.5%	0.1%	1.3%
Cumberland	2,580	21.7%	2.5%	58.4%	4.4%	0.6%	12.3%
Coventry	3,865	20.8%	2.0%	68.9%	5.9%	0.1%	2.3%
Little Compton	1,138	14.9%	0.0%	82.5%	2.2%	0.0%	0.4%
Newport	3,374	14.2%	0.4%	83.2%	1.7%	0.0%	0.5%

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 or frisk of a motorist. 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 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 2.6a and 2.6b).

Agencies throughout Rhode Island, search drivers following routine traffic stops at vastly different rates. Central Falls and Lincoln were found to search motorists in more than 10% of the traffic stops. On the other hand, most agencies rarely searched a motorist following a traffic stop; for example, West Greenwich officers only conducted a search in 0.6% of their stops and Barrington's officers only conducted searches in 0.3% of their stops. More than half of the agencies, searched motorists between 2% and 5% of the time they made traffic stops.

While the City of Providence has been collecting data regarding vehicle searches, a technical difficulty prevented some of those data elements from being transmitted to the central repository. The glitch has since been resolved, although the data arrived too late to be included in this initial analysis. The analysis of Providence's search data will be included in the follow up report that is published in summer 2014.

Table 2.6a Stops Resulting in a Search (Sorted by Agency)

Agency	Searches		Searches (Excluding Incident to Arrest)		Searches (Excluding Incident to Arrest and Inventory Tow)	
	N	%	N	%	N	%
Statewide	5145	3.3%	2300	1.5%	1852	1.2%
Barrington	14	0.3%	7	0.2%	7	0.2%
Bristol	41	1.5%	19	0.7%	17	0.6%
Burrillville	58	3.9%	12	0.8%	10	0.7%
Central Falls	220	10.5%	50	2.4%	32	1.5%
Charlestown	33	2.7%	24	1.9%	24	1.9%
Coventry	111	2.9%	53	1.4%	40	1.0%
Cranston	207	3.0%	139	2.0%	127	1.9%
Cumberland	155	6.0%	72	2.8%	16	0.6%
East Greenwich	41	1.5%	29	1.1%	24	0.9%
East Providence	247	3.2%	135	1.8%	108	1.4%
Glocester	45	2.2%	26	1.3%	26	1.3%
Hopkinton	85	2.9%	52	1.7%	42	1.4%
Jamestown	38	1.9%	15	0.8%	15	0.8%
Johnston	151	3.1%	36	0.7%	17	0.3%
Lincoln	100	10.2%	62	6.3%	55	5.6%
Little Compton	17	1.5%	9	0.8%	8	0.7%
Middletown	124	2.8%	71	1.6%	57	1.3%
Narragansett	162	5.9%	73	2.6%	39	1.4%
Newport	73	2.2%	40	1.2%	34	1.0%
North Kingstown	106	2.5%	41	0.9%	35	0.8%
North Providence	47	1.8%	22	0.8%	17	0.7%
North Smithfield	16	1.0%	7	0.4%	1	0.1%
Pawtucket	419	4.3%	87	0.9%	74	0.8%
Portsmouth	181	3.5%	42	0.8%	33	0.6%
Providence	397	6.7%	-	-	-	-
Richmond	39	7.4%	8	1.5%	8	1.5%
RISP - All	913	2.9%	616	2.0%	541	1.7%
RISP - Chepachet	149	2.3%	63	1.0%	33	0.5%
RISP - Hope Valley	251	3.1%	197	2.5%	185	2.3%
RISP - Headquarters	13	1.6%	6	0.7%	5	0.6%
RISP - Lincoln	359	4.8%	263	3.5%	239	3.2%
RISP - Wickford	141	1.6%	87	1.0%	79	0.9%
Scituate	41	4.4%	3	0.3%	3	0.3%
Smithfield	95	2.6%	41	1.1%	41	1.1%
South Kingstown	140	2.8%	70	1.4%	69	1.4%
Tiverton	2	7.7%	2	7.7%	2	7.7%
Univ of Rhode Island	9	2.2%	8	1.9%	7	1.7%
Warren	34	4.5%	10	1.3%	7	0.9%
Warwick	365	3.4%	199	1.8%	106	1.0%
West Greenwich	4	0.6%	3	0.4%	3	0.4%
West Warwick	90	2.2%	42	1.0%	42	1.0%
Westerly	152	5.3%	109	3.8%	109	3.8%
Woonsocket	173	6.0%	66	2.3%	56	1.9%

Note: Data on searches from Providence were not available at the time of analysis.

Table 2.6b Stops Resulting in a Search (Sorted by % All Searches Descending)

Agency	Searches		Searches (Excluding Incident to Arrest)		Searches (Excluding Incident to Arrest and Inventory Tow)	
	N	%	N	%	N	%
Statewide	5145	3.3%	2300	1.5%	1852	1.2%
Central Falls	220	10.5%	50	2.4%	32	1.5%
Lincoln	100	10.2%	62	6.3%	55	5.6%
Tiverton	2	7.7%	2	7.7%	2	7.7%
Richmond	39	7.4%	8	1.5%	8	1.5%
Providence	397	6.7%	-	-	-	-
Cumberland	155	6.0%	72	2.8%	16	0.6%
Woonsocket	173	6.0%	66	2.3%	56	1.9%
Narragansett	162	5.9%	73	2.6%	39	1.4%
Westerly	152	5.3%	109	3.8%	109	3.8%
RISP - Lincoln	359	4.8%	263	3.5%	239	3.2%
Warren	34	4.5%	10	1.3%	7	0.9%
Scituate	41	4.4%	3	0.3%	3	0.3%
Pawtucket	419	4.3%	87	0.9%	74	0.8%
Burrillville	58	3.9%	12	0.8%	10	0.7%
Portsmouth	181	3.5%	42	0.8%	33	0.6%
Warwick	365	3.4%	199	1.8%	106	1.0%
East Providence	247	3.2%	135	1.8%	108	1.4%
RISP - Hope Valley	251	3.1%	197	2.5%	185	2.3%
Johnston	151	3.1%	36	0.7%	17	0.3%
Cranston	207	3.0%	139	2.0%	127	1.9%
RISP - All	913	2.9%	616	2.0%	541	1.7%
Coventry	111	2.9%	53	1.4%	40	1.0%
Hopkinton	85	2.9%	52	1.7%	42	1.4%
South Kingstown	140	2.8%	70	1.4%	69	1.4%
Middletown	124	2.8%	71	1.6%	57	1.3%
Charlestown	33	2.7%	24	1.9%	24	1.9%
Smithfield	95	2.6%	41	1.1%	41	1.1%
North Kingstown	106	2.5%	41	0.9%	35	0.8%
RISP - Chepachet	149	2.3%	63	1.0%	33	0.5%
Glocester	45	2.2%	26	1.3%	26	1.3%
Univ of Rhode Island	9	2.2%	8	1.9%	7	1.7%
West Warwick	90	2.2%	42	1.0%	42	1.0%
Newport	73	2.2%	40	1.2%	34	1.0%
Jamestown	38	1.9%	15	0.8%	15	0.8%
North Providence	47	1.8%	22	0.8%	17	0.7%
RISP - Wickford	141	1.6%	87	1.0%	79	0.9%
RISP - Headquarters	13	1.6%	6	0.7%	5	0.6%
East Greenwich	41	1.5%	29	1.1%	24	0.9%
Bristol	41	1.5%	19	0.7%	17	0.6%
Little Compton	17	1.5%	9	0.8%	8	0.7%
North Smithfield	16	1.0%	7	0.4%	1	0.1%
West Greenwich	4	0.6%	3	0.4%	3	0.4%
Barrington	14	0.3%	7	0.2%	7	0.2%

Table 2.7a and 2.7b provide information about the proportion of searches which result in some form of 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. A “hit rate” 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.

Table 2.7a and 2.7b provide information about the hit rates for agencies across all three search categories described above. Statewide, 35.6% of all searches resulted in contraband being found, 50.4% of discretionary searches (excluding incident to arrest searches) resulted in contraband being found, and 58.7% of extra discretionary searches (excluding both incident to arrest and inventory searches) resulted in contraband being found. This means that in nearly two-thirds of all searches and almost half of all discretionary searches officers found no contraband. A number of groups have pointed out this phenomenon as a particular problem for law enforcement since individuals who are detained and searched but nothing is found are very likely to hold anti-law enforcement attitudes and to communicate these feelings to their family and friends. It has been suggested that searches with a low probability of finding contraband be minimized to improve police community relations.

Not surprisingly, the productivity of search practices varied greatly across communities in Rhode Island. Productivity for all searches ranged from 75% to 9%. Interestingly, the patterns of productivity are not consistent. Some agencies who conducted a large number of searches were very productive, other agencies for which searching is more common were much 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 nine Rhode Island jurisdictions, more than half of all searches resulted in contraband being found (Table 2.7b) with officers from West Greenwich, the University of Rhode Island, and troopers from the Hope Valley barracks of the State Police 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 Tiverton, Johnston, and Situate less than 10% of their searches found contraband. These figures must be reviewed in context since when we only look at discretionary searches the officers from Johnston find contraband much more often. In Johnston officers conduct a large number of inventory tow or incident to arrest searches. Of the 151 total searches in Johnston, only 17 were extra discretionary searches and in these searches officers found contraband 52.9% 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 2.7a Proportion of Searches Resulting in Contraband Found (Sorted by Agency)

Agency	Searches			Discretionary Searches (Excluding Incident to Arrest)			Extra Discretionary Searches (Excluding Incident to Arrest and Inventory Tow)		
	Total Searches	% Yes Contraband Found	% No Contraband Found	Total Searches	% Yes Contraband Found	% No Contraband Found	Total Searches	% Yes Contraband Found	% No Contraband Found
Statewide	4748	35.6%	64.4%	2300	50.4%	49.6%	1852	58.7%	41.3%
Barrington	14	21.4%	78.6%	7	28.6%	71.4%	7	28.6%	71.4%
Bristol	41	51.2%	48.8%	19	68.4%	31.6%	17	76.5%	23.5%
Burrillville	58	44.8%	55.2%	12	66.7%	33.3%	10	70.0%	30.0%
Central Falls	220	15.0%	85.0%	50	18.0%	82.0%	32	28.1%	71.9%
Charlestown	33	51.5%	48.5%	24	62.5%	37.5%	24	62.5%	37.5%
Coventry	111	27.9%	72.1%	53	45.3%	54.7%	40	52.5%	47.5%
Cranston	207	38.6%	61.4%	139	51.1%	48.9%	127	55.1%	44.9%
Cumberland	155	23.9%	76.1%	72	19.4%	80.6%	16	37.5%	62.5%
East Greenwich	41	17.1%	82.9%	29	24.1%	75.9%	24	29.2%	70.8%
East Providence	247	36.0%	64.0%	135	51.1%	48.9%	108	63.9%	36.1%
Glocester	45	46.7%	53.3%	26	57.7%	42.3%	26	57.7%	42.3%
Hopkinton	85	37.6%	62.4%	52	50.0%	50.0%	42	59.5%	40.5%
Jamestown	38	42.1%	57.9%	15	66.7%	33.3%	15	66.7%	33.3%
Johnston	151	9.3%	90.7%	36	27.8%	72.2%	17	52.9%	47.1%
Lincoln	100	32.0%	68.0%	62	30.6%	69.4%	55	34.5%	65.5%
Little Compton	17	52.9%	47.1%	9	66.7%	33.3%	8	62.5%	37.5%
Middletown	124	33.1%	66.9%	71	45.1%	54.9%	57	54.4%	45.6%
Narragansett	162	17.3%	82.7%	73	21.9%	78.1%	39	25.6%	74.4%
Newport	73	27.4%	72.6%	40	35.0%	65.0%	34	41.2%	58.8%
North Kingstown	106	32.1%	67.9%	41	51.2%	48.8%	35	60.0%	40.0%
North Providence	47	21.3%	78.7%	22	27.3%	72.7%	17	29.4%	70.6%

Agency	Searches			Discretionary Searches (Excluding Incident to Arrest)			Extra Discretionary Searches (Excluding Incident to Arrest and Inventory Tow)		
	Total Searches	% Yes Contraband Found	% No Contraband Found	Total Searches	% Yes Contraband Found	% No Contraband Found	Total Searches	% Yes Contraband Found	% No Contraband Found
North Smithfield	16	25.0%	75.0%	7	57.1%	42.9%	1	100.0%	0.0%
Pawtucket	419	30.1%	69.9%	87	55.2%	44.8%	74	59.5%	40.5%
Portsmouth	181	23.8%	76.2%	42	50.0%	50.0%	33	63.6%	36.4%
Richmond	39	56.4%	43.6%	8	62.5%	37.5%	8	62.5%	37.5%
RISP - All	913	50.8%	49.2%	616	62.0%	38.0%	541	67.8%	32.2%
RISP - Chepachet	149	24.8%	75.2%	63	36.5%	63.5%	33	54.5%	45.5%
RISP - Hope Valley	251	63.7%	36.3%	197	69.0%	31.0%	185	71.9%	28.1%
RISP - Headquarters	13	38.5%	61.5%	6	50.0%	50.0%	5	60.0%	40.0%
RISP - Lincoln	359	54.0%	46.0%	263	60.8%	39.2%	239	64.4%	35.6%
RISP - Wickford	141	48.2%	51.8%	87	69.0%	31.0%	79	74.7%	25.3%
Scituate	41	9.8%	90.2%	3	0.0%	100.0%	3	0.0%	100.0%
Smithfield	95	26.3%	73.7%	41	48.8%	51.2%	41	48.8%	51.2%
South Kingstown	140	47.9%	52.1%	70	71.4%	28.6%	69	71.0%	29.0%
Tiverton	2	0.0%	100.0%	2	0.0%	100.0%	2	0.0%	100.0%
Univ of Rhode Island	9	66.7%	33.3%	8	75.0%	25.0%	7	71.4%	28.6%
Warren	34	23.5%	76.5%	10	10.0%	90.0%	7	14.3%	85.7%
Warwick	365	36.4%	63.6%	199	43.2%	56.8%	106	61.3%	38.7%
West Greenwich	4	75.0%	25.0%	3	100.0%	0.0%	3	100.0%	0.0%
West Warwick	90	44.4%	55.6%	42	64.3%	35.7%	42	64.3%	35.7%
Westerly	152	57.2%	42.8%	109	64.2%	35.8%	109	64.2%	35.8%
Woonsocket	173	33.5%	66.5%	66	43.9%	56.1%	56	48.2%	51.8%

Note: Data on searches from Providence were not available at the time of analysis.

Table 2.7b Proportion of Searches Resulting in Contraband Found (Sorted by % Hits in All Searches)

Agency	Searches			Discretionary Searches (Excluding Incident to Arrest)			Extra Discretionary Searches (Excluding Incident to Arrest and Inventory Tow)		
	Total Searches	% Yes Contraband Found	% No Contraband Found	Total Searches	% Yes Contraband Found	% No Contraband Found	Total Searches	% Yes Contraband Found	% No Contraband Found
Statewide	4748	35.6%	64.4%	2300	50.4%	49.6%	1852	58.7%	41.3%
West Greenwich	4	75.0%	25.0%	3	100.0%	0.0%	3	100.0%	0.0%
Univ of Rhode Island	9	66.7%	33.3%	8	75.0%	25.0%	7	71.4%	28.6%
RISP - Hope Valley	251	63.7%	36.3%	197	69.0%	31.0%	185	71.9%	28.1%
Westerly	152	57.2%	42.8%	109	64.2%	35.8%	109	64.2%	35.8%
Richmond	39	56.4%	43.6%	8	62.5%	37.5%	8	62.5%	37.5%
RISP - Lincoln	359	54.0%	46.0%	263	60.8%	39.2%	239	64.4%	35.6%
Little Compton	17	52.9%	47.1%	9	66.7%	33.3%	8	62.5%	37.5%
Charlestown	33	51.5%	48.5%	24	62.5%	37.5%	24	62.5%	37.5%
Bristol	41	51.2%	48.8%	19	68.4%	31.6%	17	76.5%	23.5%
RISP - All	913	50.8%	49.2%	616	62.0%	38.0%	541	67.8%	32.2%
RISP - Wickford	141	48.2%	51.8%	87	69.0%	31.0%	79	74.7%	25.3%
South Kingstown	140	47.9%	52.1%	70	71.4%	28.6%	69	71.0%	29.0%
Glocester	45	46.7%	53.3%	26	57.7%	42.3%	26	57.7%	42.3%
Burrillville	58	44.8%	55.2%	12	66.7%	33.3%	10	70.0%	30.0%
West Warwick	90	44.4%	55.6%	42	64.3%	35.7%	42	64.3%	35.7%
Jamestown	38	42.1%	57.9%	15	66.7%	33.3%	15	66.7%	33.3%
Cranston	207	38.6%	61.4%	139	51.1%	48.9%	127	55.1%	44.9%
RISP - Headquarters	13	38.5%	61.5%	6	50.0%	50.0%	5	60.0%	40.0%
Hopkinton	85	37.6%	62.4%	52	50.0%	50.0%	42	59.5%	40.5%
Warwick	365	36.4%	63.6%	199	43.2%	56.8%	106	61.3%	38.7%
East Providence	247	36.0%	64.0%	135	51.1%	48.9%	108	63.9%	36.1%

Agency	Searches			Discretionary Searches (Excluding Incident to Arrest)			Extra Discretionary Searches (Excluding Incident to Arrest and Inventory Tow)		
	Total Searches	% Yes Contraband Found	% No Contraband Found	Total Searches	% Yes Contraband Found	% No Contraband Found	Total Searches	% Yes Contraband Found	% No Contraband Found
Woonsocket	173	33.5%	66.5%	66	43.9%	56.1%	56	48.2%	51.8%
Middletown	124	33.1%	66.9%	71	45.1%	54.9%	57	54.4%	45.6%
North Kingstown	106	32.1%	67.9%	41	51.2%	48.8%	35	60.0%	40.0%
Lincoln	100	32.0%	68.0%	62	30.6%	69.4%	55	34.5%	65.5%
Pawtucket	419	30.1%	69.9%	87	55.2%	44.8%	74	59.5%	40.5%
Coventry	111	27.9%	72.1%	53	45.3%	54.7%	40	52.5%	47.5%
Newport	73	27.4%	72.6%	40	35.0%	65.0%	34	41.2%	58.8%
Smithfield	95	26.3%	73.7%	41	48.8%	51.2%	41	48.8%	51.2%
North Smithfield	16	25.0%	75.0%	7	57.1%	42.9%	1	100.0%	0.0%
RISP - Chepachet	149	24.8%	75.2%	63	36.5%	63.5%	33	54.5%	45.5%
Cumberland	155	23.9%	76.1%	72	19.4%	80.6%	16	37.5%	62.5%
Portsmouth	181	23.8%	76.2%	42	50.0%	50.0%	33	63.6%	36.4%
Warren	34	23.5%	76.5%	10	10.0%	90.0%	7	14.3%	85.7%
Barrington	14	21.4%	78.6%	7	28.6%	71.4%	7	28.6%	71.4%
North Providence	47	21.3%	78.7%	22	27.3%	72.7%	17	29.4%	70.6%
Narragansett	162	17.3%	82.7%	73	21.9%	78.1%	39	25.6%	74.4%
East Greenwich	41	17.1%	82.9%	29	24.1%	75.9%	24	29.2%	70.8%
Central Falls	220	15.0%	85.0%	50	18.0%	82.0%	32	28.1%	71.9%
Scituate	41	9.8%	90.2%	3	0.0%	100.0%	3	0.0%	100.0%
Johnston	151	9.3%	90.7%	36	27.8%	72.2%	17	52.9%	47.1%
Tiverton	2	0.0%	100.0%	2	0.0%	100.0%	2	0.0%	100.0%

Note: Data on searches from Providence were not available at the time of analysis.

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. By themselves, the demographics of traffic stops are difficult to interpret. For example, if after collecting data, a particular city discovers that 65% of its traffic stops are of Black drivers, that number by itself does not reveal very much. Instead, agencies would want to know the proportion of traffic stops compared to an appropriate benchmark or base rate of those eligible to be stopped in that community. There are several alternatives for benchmarks that researchers have employed to determine racial disparities in traffic stops, but no consensus exists about the most effective and valid benchmark for every type of community. The demographics of traffic stops have been compared to the percentage of individuals living in a jurisdiction, the percentage of individuals driving on the roadway, or some other indicator of illegal or dangerous behavior such as the percentage of persons speeding which would subject an individual to a traffic stop. Despite the existence of many methodologies, the creation of an accurate benchmark is at best a very challenging endeavor.⁸ For local communities in Rhode Island we have constructed a refined estimate of the driving population that may better represent the demographic makeup of the drivers in Rhode Island communities.

DETERMINING RACIAL DISPARITIES IN TRAFFIC STOPS

Studies of racial profiling nationwide have not established an acceptable threshold for differences between the demographics of drivers stopped and the demographics of the comparison population. Although some studies have used differences in percent of 3% or 5% and others have relied on ratios of varying amounts to determine disparity, these levels were

⁸ Lorie Fridell, Robert Lunney, Drew Diamond and Bruce Kubu (2001). *Racially Biased Policing: A Principled Response*. Washington D.C.: Police Executive Research Forum.

often arrived at haphazardly and as a result the conclusions of such studies have largely been overlooked.⁹

Understanding the limitations of establishing definitive measure of racial profiling, we instead seek to simply identify disparities between the racial demographics of stops and racial demographics of the driving population estimate for each jurisdiction. It is not possible to explain fully whether or not such disparities are justified or legitimate with the information that was made available through the traffic stop statistics data. 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 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.

Multiple Benchmarks

Since as indicated above, there is no universally accepted benchmark for determining if a disparity exists in a particular community. The IRJ, RIDOT, and the advisory committee agreed that the best methodology would be to utilize multiple benchmarks to determine if communities have disparities across multiple different benchmarks. In this report, we are using four different measures of disparity:

- All stops compared to the Driving Population Estimate (DPE);
- Stops of residents compared to the residential population;
- The proportion of all drivers stopped who received a citation or a warning; and
- The proportion of all drivers stopped who were searched

⁹ McMahon, Garner, Davis and Kraus. *How to Correctly Collect and Analyze Racial Profiling Data: Your Reputation Depends on It!* Office of Community Oriented Policing, 2003.

Traditional Comparative Benchmark Models

Some studies of racial profiling have sought to use residential population data, broken down by race, to estimate the racial percentages of persons using the jurisdiction's roads.¹⁰ Census data alone is a limited measurement tool for some agencies because they experience some volume of traffic from drivers who do not reside in the local jurisdiction. Researchers have found that the demographics of individuals who are observed driving in specific locations often differed from the census population of the areas where the observed intersections were located.¹¹

Noting both the limitations of existing residential population data and the challenges of constructing accurate road survey data across Rhode Island in conjunction with RIDOT and the project advisory committee, it was decided to construct a refined estimate of the driving population that may better represent the demographic makeup of the roadways for each Rhode Island jurisdiction.

Driving Population Estimate – Measuring Municipal Driving Populations

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 how this estimate was constructed 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.¹² The results of the DPE calculations and their comparisons to census population figures can be seen in Table 3.1a and 3.1b below.

¹⁰ Vikas Kumar Gumbhir (2004), *Oregon: Final Report on the Eugene Police Department's Vehicle Stop Data*; William Landsdowne (2000). *San Jose Vehicle Stop Demographic Study*; Gary Cordner, Brian Williams, and Maria Zuniga (20001); *Vehicle Stop Study: Final Report*. San Diego, CA: San Diego Police Department; Stephen Cox, Susan Pease, Daniel Miller, and C. Benjamin Tyson (2001) *Interim Report of Traffic Stops Statistics for the State of Connecticut*. Rocky Hill, CT: Division of Criminal Justice.

¹¹ Howard Greenwald (2001). *Vehicle Stop Data Collection Report: Sacramento California 2000-2001*; John Lamberth, presentation at Northeastern University 2003.

¹² 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		Absolute Disparity
	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		Absolute Disparity
	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 24.7% in Providence to a -6.8% in Barrington. The way to understand these figures would be that the Providence figures indicate that the Providence Police department stopped 24.7% more non-white drivers than would have been expected given the DPE. On the other hand in Barrington the -6.8 disparity indicate that 6.8% more white drivers were stopped that would have been expected 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, 30 Rhode Island communities had a disparity where more non-whites were being stopped than whites, although in many of these communities the disparities were very small. In seven communities, the disparity was negative meaning that in those seven communities whites were being stopped more than expected given the DPE numbers.

In this analysis, seven 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, Johnston, Tiverton, North Providence and Lincoln), 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	4,513	7.7%	14.5%	-6.8%	0.53
Bristol	2,726	6.7%	7.7%	-1.0%	0.87
Burrillville	1,499	5.1%	4.4%	0.7%	1.15
Central Falls	2,099	60.8%	64.8%	-4.0%	0.94
Charlestown	1,241	8.1%	5.0%	3.1%	1.62
Coventry	3,865	4.7%	5.0%	-0.3%	0.95
Cranston	6,822	37.6%	21.4%	16.2%	1.76
Cumberland	2,580	16.9%	10.6%	6.3%	1.59
East Greenwich	2,702	10.0%	9.4%	0.5%	1.06
East Providence	7,614	18.0%	18.7%	-0.7%	0.96
Foster	212	13.7%	4.7%	8.9%	2.88
Glocester	2,023	7.8%	3.9%	3.9%	1.99
Hopkinton	2,977	11.8%	5.5%	6.3%	2.16
Jamestown	1,996	7.9%	4.4%	3.4%	1.78
Johnston	4,869	27.1%	11.9%	15.2%	2.27
Lincoln	979	24.3%	11.4%	12.9%	2.14
Little Compton	1,138	4.7%	2.8%	1.9%	1.70
Middletown	4,429	18.3%	12.4%	5.8%	1.47
Narragansett	2,756	8.5%	4.9%	3.6%	1.74
Newport	3,374	17.7%	14.5%	3.2%	1.22
North Kingstown	4,319	9.7%	10.3%	-0.5%	0.95
North Providence	2,614	30.4%	16.2%	14.2%	1.87
North Smithfield	1,678	25.6%	5.5%	20.2%	4.69
Pawtucket	9,755	42.0%	34.5%	7.5%	1.22
Portsmouth	5,152	9.5%	7.9%	1.7%	1.21
Providence	5,899	64.5%	39.9%	24.7%	1.62
Richmond	528	8.5%	4.7%	3.8%	1.82
Scituate	927	6.9%	4.1%	2.8%	1.69
Smithfield	3,590	11.3%	7.8%	3.5%	1.45
South Kingstown	4,960	10.8%	10.0%	0.8%	1.08
Tiverton	26	19.2%	4.9%	14.3%	3.93
Warren	755	12.3%	5.5%	6.9%	2.25
Warwick	10,821	14.0%	13.9%	0.2%	1.01
West Greenwich	4,156	5.3%	4.6%	0.7%	1.14
West Warwick	2,885	10.3%	11.5%	-1.2%	0.89
Westerly	681	8.9%	8.0%	0.9%	1.11
Woonsocket	2,883	28.0%	21.6%	6.4%	1.30

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	5,899	64.5%	39.9%	24.7%	1.62
North Smithfield	1,678	25.6%	5.5%	20.2%	4.69
Cranston	6,822	37.6%	21.4%	16.2%	1.76
Johnston	4,869	27.1%	11.9%	15.2%	2.27
Tiverton	26	19.2%	4.9%	14.3%	3.93
North Providence	2,614	30.4%	16.2%	14.2%	1.87
Lincoln	979	24.3%	11.4%	12.9%	2.14
Foster	212	13.7%	4.7%	8.9%	2.88
Pawtucket	9,755	42.0%	34.5%	7.5%	1.22
Warren	755	12.3%	5.5%	6.9%	2.25
Woonsocket	2,883	28.0%	21.6%	6.4%	1.30
Hopkinton	2,977	11.8%	5.5%	6.3%	2.16
Cumberland	2,580	16.9%	10.6%	6.3%	1.59
Middletown	4,429	18.3%	12.4%	5.8%	1.47
Glocester	2,023	7.8%	3.9%	3.9%	1.99
Richmond	528	8.5%	4.7%	3.8%	1.82
Narragansett	2,756	8.5%	4.9%	3.6%	1.74
Smithfield	3,590	11.3%	7.8%	3.5%	1.45
Jamestown	1,996	7.9%	4.4%	3.4%	1.78
Newport	3,374	17.7%	14.5%	3.2%	1.22
Charlestown	1,241	8.1%	5.0%	3.1%	1.62
Scituate	927	6.9%	4.1%	2.8%	1.69
Little Compton	1,138	4.7%	2.8%	1.9%	1.70
Portsmouth	5,152	9.5%	7.9%	1.7%	1.21
Westerly	681	8.9%	8.0%	0.9%	1.11
South Kingstown	4,960	10.8%	10.0%	0.8%	1.08
Burrillville	1,499	5.1%	4.4%	0.7%	1.15
West Greenwich	4,156	5.3%	4.6%	0.7%	1.14
East Greenwich	2,702	10.0%	9.4%	0.5%	1.06
Warwick	10,821	14.0%	13.9%	0.2%	1.01
Coventry	3,865	4.7%	5.0%	-0.3%	0.95
North Kingstown	4,319	9.7%	10.3%	-0.5%	0.95
East Providence	7,614	18.0%	18.7%	-0.7%	0.96
Bristol	2,726	6.7%	7.7%	-1.0%	0.87
West Warwick	2,885	10.3%	11.5%	-1.2%	0.89
Central Falls	2,099	60.8%	64.8%	-4.0%	0.94
Barrington	4,513	7.7%	14.5%	-6.8%	0.53

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

Over the past seven years 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, 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.

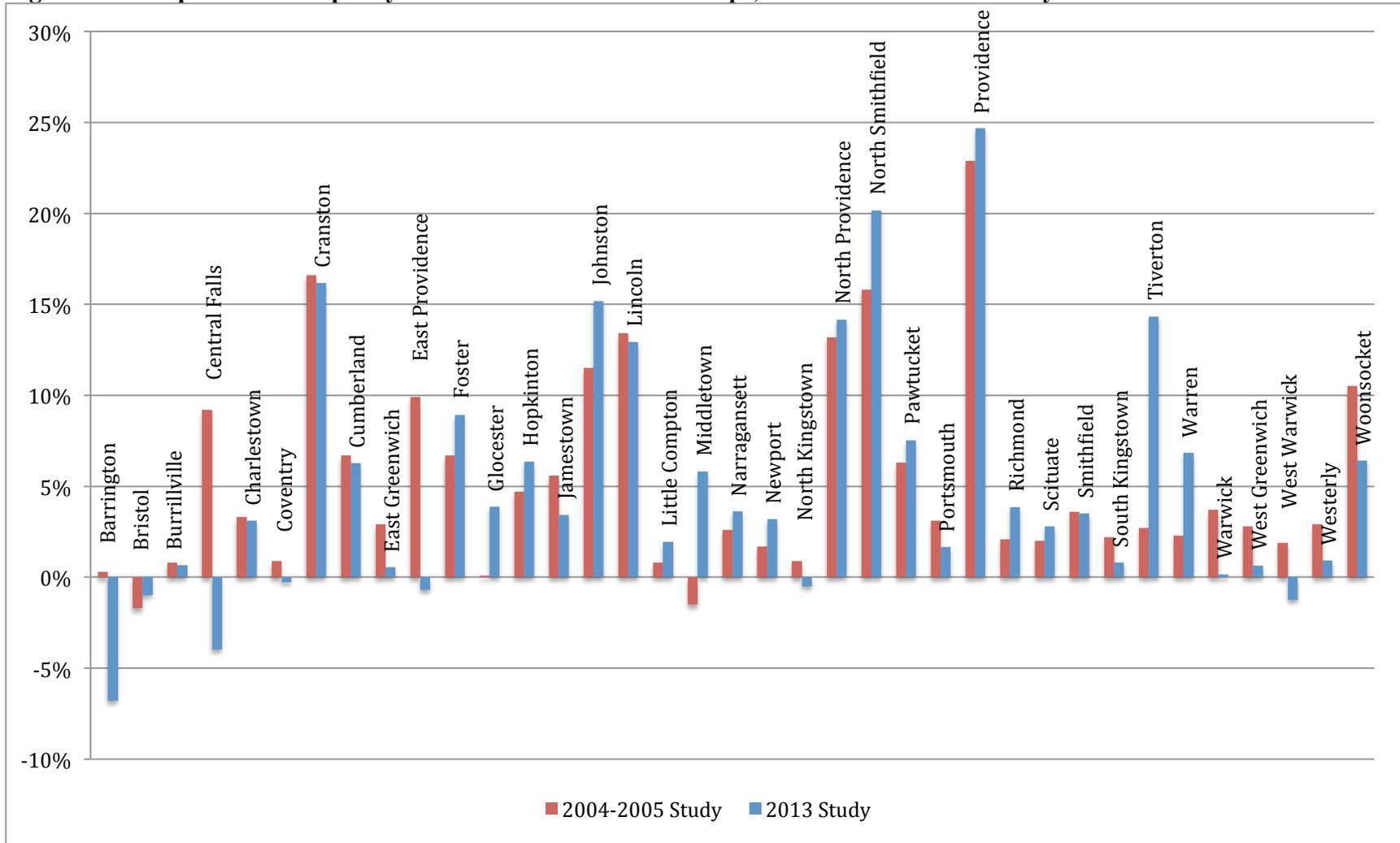
Understanding the need to interpret these results cautiously, Table 3.3 compares the levels of disparity between the driving population estimate and stops found in the original statewide study with the levels of disparity observed in the present study. In 20 communities, the absolute differences in non-white stops compared to the driving population estimate were reduced while in 17 communities the disparities increased (Figure 3.1). In many of these communities the change was very small (often less than 1%), but in five communities (Glocester, Middletown, North Smithfield, Tiverton, and Warren) the level of disparity increase 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 Study

Agency	2000 DPE	2004-2005 Traffic Stops			2010 DPE	2013 Traffic Stops			2004-2005 Study Absolute Disparity	2013 Study Absolute Disparity
	% Non-White	Total No. of Stops	% White	% Non-White	% Non-White	Total No. of Stops	% White	% Non-White		
Barrington	5.2%	2760	94.5%	5.5%	14.5%	4,513	92.3%	7.7%	0.3%	-6.8%
Bristol	6.0%	6481	95.7%	4.3%	7.7%	2,726	93.3%	6.7%	-1.7%	-1.0%
Burrillville	2.8%	2638	96.4%	3.6%	4.4%	1,499	94.9%	5.1%	0.8%	0.7%
Central Falls	51.4%	4451	39.4%	60.6%	64.8%	2,099	39.2%	60.8%	9.2%	-4.0%
Charlestown	3.7%	2488	93.0%	7.0%	5.0%	1,241	91.9%	8.1%	3.3%	3.1%
Coventry	3.6%	6645	95.5%	4.5%	5.0%	3,865	95.3%	4.7%	0.9%	-0.3%
Cranston	14.0%	9859	69.4%	30.6%	21.4%	6,822	62.4%	37.6%	16.6%	16.2%
Cumberland	5.9%	6335	87.4%	12.6%	10.6%	2,580	83.1%	16.9%	6.7%	6.3%
East Greenwich	6.3%	3601	90.8%	9.2%	9.4%	2,702	90.0%	10.0%	2.9%	0.5%
East Providence	14.9%	15417	75.2%	24.8%	18.7%	7,614	82.0%	18.0%	9.9%	-0.7%
Foster	3.8%	1023	89.5%	10.5%	4.7%	212	86.3%	13.7%	6.7%	8.9%
Glocester	2.6%	3442	97.3%	2.7%	3.9%	2,023	92.2%	7.8%	0.1%	3.9%
Hopkinton	3.7%	3378	91.6%	8.4%	5.5%	2,977	88.2%	11.8%	4.7%	6.3%
Jamestown	3.1%	1294	91.3%	8.7%	4.4%	1,996	92.1%	7.9%	5.6%	3.4%
Johnston	6.4%	9686	82.1%	17.9%	11.9%	4,869	72.9%	27.1%	11.5%	15.2%
Lincoln	7.0%	2260	79.6%	20.4%	11.4%	979	75.7%	24.3%	13.4%	12.9%
Little Compton	2.3%	1845	96.9%	3.1%	2.8%	1,138	95.3%	4.7%	0.8%	1.9%
Middletown	10.1%	6323	91.4%	8.6%	12.4%	4,429	81.7%	18.3%	-1.5%	5.8%
Narragansett	4.3%	4868	93.1%	6.9%	4.9%	2,756	91.5%	8.5%	2.6%	3.6%
Newport	12.0%	8211	86.3%	13.7%	14.5%	3,374	82.3%	17.7%	1.7%	3.2%
North Kingstown	7.7%	9260	91.4%	8.6%	10.3%	4,319	90.3%	9.7%	0.9%	-0.5%
North Providence	10.8%	6876	76.0%	24.0%	16.2%	2,614	69.6%	30.4%	13.2%	14.2%
North Smithfield	6.6%	3080	77.6%	22.4%	5.5%	1,678	74.4%	25.6%	15.8%	20.2%
Pawtucket	24.4%	15626	69.3%	30.7%	34.5%	9,755	58.0%	42.0%	6.3%	7.5%
Portsmouth	6.2%	6400	90.7%	9.3%	7.9%	5,152	90.5%	9.5%	3.1%	1.7%
Providence	32.2%	14636	44.9%	55.1%	39.9%	5,899	35.5%	64.5%	22.9%	24.7%

Agency	2000 DPE	2004-2005 Traffic Stops			2010 DPE	2013 Traffic Stops			2004-2005 Study Absolute Disparity	2013 Study Absolute Disparity
	% Non-White	Total No. of Stops	% White	% Non-White	% Non-White	Total No. of Stops	% White	% Non-White		
Richmond	4.0%	1636	93.9%	6.1%	4.7%	528	91.5%	8.5%	2.1%	3.8%
Scituate	3.1%	2224	94.9%	5.1%	4.1%	927	93.1%	6.9%	2.0%	2.8%
Smithfield	5.2%	6826	91.2%	8.8%	7.8%	3,590	88.7%	11.3%	3.6%	3.5%
South Kingstown	8.7%	15964	89.1%	10.9%	10.0%	4,960	89.2%	10.8%	2.2%	0.8%
Tiverton	3.2%	4579	94.1%	5.9%	4.9%	26	80.8%	19.2%	2.7%	14.3%
Warren	4.1%	4739	93.6%	6.4%	5.5%	755	87.7%	12.3%	2.3%	6.9%
Warwick	9.5%	16415	86.8%	13.2%	13.9%	10,821	86.0%	14.0%	3.7%	0.2%
West Greenwich	3.4%	1126	93.8%	6.2%	4.6%	4,156	94.7%	5.3%	2.8%	0.7%
West Warwick	7.9%	3985	90.2%	9.8%	11.5%	2,885	89.7%	10.3%	1.9%	-1.2%
Westerly	5.5%	2621	91.6%	8.4%	8.0%	681	91.1%	8.9%	2.9%	0.9%
Woonsocket	14.6%	7527	74.9%	25.1%	21.6%	2,883	72.0%	28.0%	10.5%	6.4%

Figure 3.1 Comparison of Disparity between DPE and Traffic Stops, 2004-2005 and 2013 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, 77% of the stops were of white drivers, 9.8% of the stops were of Black or African American Drivers, 0.1% of the stops were of Native American drivers, 2% of the stops were of Asian, Pacific Island or Indian drivers, and 11% 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 Coventry police stop the most white drivers with 95.3% of their stops of white drivers. Similarly the Providence police made the most stops of Black drivers accounting for 25.0% 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 University of Rhode Island police, with 5.1% 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.

Table 3.4 Traffic Stops by Race

Agency	White	Black	Native American	Asian/Pacific Islander/East Indian	Hispanic
Statewide	77.1%	9.8%	0.1%	2.0%	11.0%
Barrington	92.3%	2.6%	0.0%	2.1%	2.9%
Bristol	93.3%	2.9%	0.2%	1.2%	2.3%
Burrillville	94.9%	2.1%	0.0%	0.3%	2.7%
Central Falls	39.2%	11.5%	0.0%	0.5%	48.7%
Charlestown	91.9%	5.1%	0.9%	0.7%	1.5%
Coventry	95.3%	2.1%	0.1%	0.7%	1.9%
Cranston	62.4%	12.8%	0.1%	4.8%	20.0%
Cumberland	83.1%	4.9%	0.0%	1.6%	10.3%
East Greenwich	90.0%	4.1%	0.1%	2.1%	3.7%
East Providence	82.0%	11.6%	0.2%	1.5%	4.7%
Foster	86.3%	6.1%	0.0%	4.2%	3.3%
Glocester	92.2%	3.9%	0.2%	0.9%	2.8%
Hopkinton	88.2%	4.9%	0.6%	2.1%	4.3%
Jamestown	92.1%	2.9%	0.1%	1.7%	3.2%
Johnston	72.9%	9.1%	0.1%	1.8%	16.2%
Lincoln	75.7%	8.0%	0.0%	1.6%	14.7%
Little Compton	95.3%	1.0%	0.1%	0.6%	3.1%
Middletown	81.7%	11.0%	0.0%	1.4%	5.9%
Narragansett	91.5%	3.5%	0.3%	1.1%	3.6%
Newport	82.3%	9.4%	0.1%	1.9%	6.3%
North Kingstown	90.3%	4.5%	0.2%	1.8%	3.3%
North Providence	69.6%	14.2%	0.0%	1.0%	15.2%
North Smithfield	74.4%	8.6%	0.1%	3.2%	13.8%
Pawtucket	58.0%	17.6%	0.0%	1.0%	23.5%
Portsmouth	90.5%	5.3%	0.1%	1.4%	2.8%
Providence	35.5%	25.0%	0.2%	3.8%	35.6%
Richmond	91.5%	3.0%	0.6%	1.3%	3.6%
RISP – All	67.5%	15.4%	0.1%	2.5%	14.6%
RISP - Chepachet	65.3%	14.3%	0.1%	2.6%	17.7%
RISP - Hope Valley	70.2%	15.0%	0.1%	3.2%	11.5%
RISP – Headquarters	80.3%	7.3%	0.0%	1.6%	10.7%
RISP – Lincoln	57.3%	20.7%	0.1%	1.9%	20.0%
RISP - Wickford	74.2%	12.7%	0.2%	2.3%	10.7%
Scituate	93.1%	3.1%	0.0%	0.6%	3.1%
Smithfield	88.7%	4.6%	0.1%	1.3%	5.3%
South Kingstown	89.2%	6.9%	0.2%	1.5%	2.2%
Tiverton	80.8%	0.0%	0.0%	3.8%	15.4%
Univ of Rhode Island	83.3%	6.6%	0.2%	5.1%	4.9%
Warren	87.7%	5.7%	0.0%	1.9%	4.8%
Warwick	86.0%	5.6%	0.1%	1.6%	6.7%
West Greenwich	94.7%	1.8%	0.1%	1.2%	2.2%
West Warwick	89.7%	3.9%	0.1%	1.1%	5.1%
Westerly	91.1%	3.8%	0.6%	1.9%	2.6%
Woonsocket	72.0%	8.2%	0.1%	4.1%	15.6%

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 23 communities in Rhode Island, non-white residents were more likely to be stopped than census data would have suggested. In four of the nine 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, Woonsocket, Pawtucket and Central Falls), 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 12 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 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%	1,521	3.0%	-2.2%	0.57
Bristol	19,331	4.3%	1,197	2.7%	-1.7%	0.62
Burrillville	12,379	2.7%	518	1.2%	-1.5%	0.43
Central Falls	13,732	69.3%	619	79.0%	9.7%	1.14
Charlestown	6,321	4.8%	266	5.3%	0.4%	1.09
Coventry	27,244	3.5%	2,088	3.0%	-0.5%	0.87
Cranston	63,973	19.9%	954	28.0%	8.1%	1.41
Cumberland	25,971	8.3%	798	9.6%	1.4%	1.17
East Greenwich	9,710	6.6%	373	8.3%	1.7%	1.26
East Providence	37,860	15.4%	1,442	16.8%	1.4%	1.09
Glocester	7,648	2.3%	321	0.6%	-1.7%	0.27
Hopkinton	6,343	4.5%	126	4.8%	0.3%	1.06
Jamestown	4,362	3.7%	563	3.4%	-0.3%	0.92
Johnston	23,289	8.9%	1,008	15.7%	6.7%	1.75
Lincoln	16,354	8.4%	155	11.0%	2.6%	1.31
Little Compton	2,838	1.9%	301	1.0%	-0.9%	0.52
Middletown	12,498	12.9%	906	19.4%	6.5%	1.50
Narragansett	13,599	4.4%	904	6.0%	1.6%	1.37
Newport	20,589	17.7%	1,287	24.2%	6.6%	1.37
North Kingstown	20,164	5.5%	824	8.5%	3.0%	1.55
North Providence	26,564	14.3%	688	19.0%	4.8%	1.33
North Smithfield	9,511	3.9%	119	5.9%	2.0%	1.52
Pawtucket	54,573	38.0%	4,122	50.2%	12.3%	1.32
Portsmouth	13,393	5.6%	1,258	3.9%	-1.7%	0.69
Providence	136,408	55.9%	3,606	79.8%	23.9%	1.43
Richmond	5,859	4.0%	66	3.0%	-0.9%	0.77
Scituate	8,057	2.4%	121	3.3%	0.9%	1.38
Smithfield	17,805	5.3%	585	4.6%	-0.7%	0.87
South Kingstown	25,223	10.1%	643	14.2%	4.0%	1.40
Warren	8,671	4.0%	118	5.1%	1.1%	1.27
Warwick	66,847	7.7%	3,900	6.9%	-0.8%	0.90
West Greenwich	4,658	4.6%	109	0.9%	-3.7%	0.20
West Warwick	23,445	9.2%	1,517	9.6%	0.3%	1.03
Westerly	18,000	6.9%	1,383	9.1%	2.2%	1.32
Woonsocket	31,298	22.6%	1,516	35.6%	13.0%	1.57

Note: Due to the small sample size, Foster and Tiverton were excluded from the analysis.

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

Agency	2010 18 and Over Census Population		2013 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%	3,606	79.8%	23.9%	1.43
Woonsocket	31,298	22.6%	1,516	35.6%	13.0%	1.57
Pawtucket	54,573	38.0%	4,122	50.2%	12.3%	1.32
Central Falls	13,732	69.3%	619	79.0%	9.7%	1.14
Cranston	63,973	19.9%	954	28.0%	8.1%	1.41
Johnston	23,289	8.9%	1,008	15.7%	6.7%	1.75
Newport	20,589	17.7%	1,287	24.2%	6.6%	1.37
Middletown	12,498	12.9%	906	19.4%	6.5%	1.50
North Providence	26,564	14.3%	688	19.0%	4.8%	1.33
South Kingstown	25,223	10.1%	643	14.2%	4.0%	1.40
North Kingstown	20,164	5.5%	824	8.5%	3.0%	1.55
Lincoln	16,354	8.4%	155	11.0%	2.6%	1.31
Westerly	18,000	6.9%	1,383	9.1%	2.2%	1.32
North Smithfield	9,511	3.9%	119	5.9%	2.0%	1.52
East Greenwich	9,710	6.6%	373	8.3%	1.7%	1.26
Narragansett	13,599	4.4%	904	6.0%	1.6%	1.37
East Providence	37,860	15.4%	1,442	16.8%	1.4%	1.09
Cumberland	25,971	8.3%	798	9.6%	1.4%	1.17
Warren	8,671	4.0%	118	5.1%	1.1%	1.27
Scituate	8,057	2.4%	121	3.3%	0.9%	1.38
Charlestown	6,321	4.8%	266	5.3%	0.4%	1.09
West Warwick	23,445	9.2%	1,517	9.6%	0.3%	1.03
Hopkinton	6,343	4.5%	126	4.8%	0.3%	1.06
Jamestown	4,362	3.7%	563	3.4%	-0.3%	0.92
Coventry	27,244	3.5%	2,088	3.0%	-0.5%	0.87
Smithfield	17,805	5.3%	585	4.6%	-0.7%	0.87
Warwick	66,847	7.7%	3,900	6.9%	-0.8%	0.90
Little Compton	2,838	1.9%	301	1.0%	-0.9%	0.52
Richmond	5,859	4.0%	66	3.0%	-0.9%	0.77
Burrillville	12,379	2.7%	518	1.2%	-1.5%	0.43
Bristol	19,331	4.3%	1,197	2.7%	-1.7%	0.62
Glocester	7,648	2.3%	321	0.6%	-1.7%	0.27
Portsmouth	13,393	5.6%	1,258	3.9%	-1.7%	0.69
Barrington	11,713	5.2%	1,521	3.0%	-2.2%	0.57
West Greenwich	4,658	4.6%	109	0.9%	-3.7%	0.20

Note: Due to the small sample size, Foster and Tiverton were excluded from the analysis.

Section IV

Post Stop Analyses

Although examining racial disparities in the decision to stop a motorist is important to both practitioners and policymakers, it is equally important to examine post-stop activity due to the amount of discretion that a police officer exercises after the stop occurred. Officers sometimes note that when they decide to pull over a vehicle they have no idea who is driving the vehicle. This is not the case in post stop decisions where an officer has spoken to the driver and has their driver's license. One area of concern in post-stop activity includes the decision to write a citation or issue a written warning because in most agencies officers possess almost total discretion in making this decision. Such 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 written warning as opposed to a ticket 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 increased insurance premium.

Another troublesome aspect of racial disparities in traffic stop dispositions involves the concern that 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.

A second area of concern in post-stop activity is the extent of racial disparities among motorists who are subjected to searches. Numerous studies of police traffic stop activity nationwide 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 the existence of such racial differences, disparate search rates, more than any other post-stop activity, are consistently identified as among the most problematic issues by members of the community of color. In the following section of the report we examine racial differences in post-stop activity in detail.

Before examining these two areas of concern, it is useful to describe the general pattern of stop outcomes in the 2013 traffic stop data. Table 4.1 provides detailed information about all possible stop outcomes for both white and non-white drivers. Statewide white drivers receive citations following 55.6% of stops and non-white drivers receive citations in only 62.1% of the stops. Traffic stops statewide rarely result in arrest, but in those rare cases non-white drivers and/or passengers are more likely to be arrested following traffic stop (5.7% non-white compared to 3.1% white). 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
Statewide	55.6%	1.5%	37.5%	3.1%	0.2%	2.1%	62.1%	1.5%	28.0%	5.7%	0.4%	2.2%
Barrington	22.9%	0.9%	72.8%	2.1%	0.0%	1.3%	24.4%	0.3%	69.8%	3.7%	0.3%	1.4%
Bristol	36.4%	0.7%	58.6%	4.2%	0.0%	0.2%	38.3%	0.0%	54.6%	7.1%	0.0%	0.0%
Burrillville	60.3%	0.4%	34.0%	3.7%	0.1%	1.6%	46.1%	0.0%	39.5%	11.8%	0.0%	2.6%
Central Falls	66.7%	0.9%	19.3%	9.4%	0.6%	3.2%	54.8%	2.9%	25.1%	13.5%	0.2%	3.4%
Charlestown	23.7%	1.1%	69.7%	1.7%	0.0%	3.9%	12.9%	1.0%	74.3%	5.9%	1.0%	5.0%
Coventry	20.9%	2.0%	69.1%	5.7%	0.1%	2.3%	19.1%	3.3%	65.0%	9.3%	0.5%	2.7%
Cranston	46.0%	2.0%	44.9%	2.8%	0.2%	3.9%	38.9%	2.8%	49.0%	4.6%	0.4%	4.2%
Cumberland	22.1%	2.4%	58.5%	4.1%	0.7%	12.3%	20.2%	3.0%	58.2%	5.7%	0.5%	12.4%
East Greenwich	44.1%	1.2%	45.8%	2.5%	0.1%	6.3%	36.7%	0.4%	49.3%	6.7%	0.0%	7.0%
East Providence	82.9%	2.3%	11.9%	2.1%	0.2%	0.7%	70.0%	3.4%	19.4%	5.9%	0.2%	1.0%
Foster	60.7%	0.0%	36.6%	1.1%	0.0%	1.6%	65.5%	0.0%	34.5%	0.0%	0.0%	0.0%
Glocester	57.4%	0.0%	40.8%	1.6%	0.1%	0.2%	65.8%	0.0%	29.1%	3.8%	0.0%	1.3%
Hopkinton	34.8%	6.6%	51.4%	2.9%	0.3%	4.2%	30.1%	4.3%	56.0%	5.4%	0.3%	4.0%
Jamestown	22.8%	0.2%	73.9%	2.1%	0.1%	1.0%	19.1%	0.0%	69.4%	7.0%	0.0%	4.5%
Johnston	77.8%	0.5%	19.1%	2.0%	0.2%	0.5%	76.3%	0.1%	17.7%	4.8%	0.4%	0.7%
Lincoln	54.3%	0.3%	30.4%	8.2%	0.9%	5.9%	46.6%	0.4%	34.5%	13.4%	1.3%	3.8%
Little Compton	15.0%	0.0%	82.5%	2.1%	0.0%	0.4%	13.0%	0.0%	83.3%	3.7%	0.0%	0.0%
Middletown	27.2%	0.0%	68.3%	4.1%	0.1%	0.2%	22.0%	0.0%	70.6%	6.8%	0.0%	0.6%
Narragansett	26.5%	0.8%	62.5%	8.0%	0.1%	2.2%	20.1%	3.0%	59.0%	12.8%	0.9%	4.3%
Newport	13.4%	0.4%	84.4%	1.4%	0.0%	0.4%	17.9%	0.2%	77.3%	3.5%	0.0%	1.2%
North Kingstown	56.2%	0.2%	37.0%	2.3%	0.2%	4.1%	54.6%	0.2%	36.8%	4.0%	0.0%	4.3%
North Providence	51.8%	0.1%	38.5%	8.5%	0.3%	0.9%	46.7%	0.3%	40.6%	11.7%	0.1%	0.6%
North Smithfield	47.5%	21.2%	18.7%	5.3%	0.6%	6.7%	46.7%	26.7%	10.9%	12.1%	0.7%	2.8%
Pawtucket	95.7%	0.0%	2.5%	1.8%	0.0%	0.0%	93.0%	0.0%	2.6%	4.4%	0.0%	0.0%
Portsmouth	30.3%	5.4%	57.6%	2.7%	0.2%	3.9%	26.2%	3.7%	59.1%	5.3%	0.6%	5.1%
Providence	60.1%	0.2%	31.3%	3.8%	0.4%	4.2%	40.3%	0.5%	45.3%	7.0%	0.7%	6.1%
Richmond	74.5%	0.0%	17.4%	8.1%	0.0%	0.0%	68.9%	2.2%	15.6%	11.1%	0.0%	2.2%
RISP – All	87.3%	0.4%	9.9%	1.6%	0.3%	0.5%	84.5%	1.2%	9.5%	3.6%	0.6%	0.6%
RISP - Chepachet	93.5%	0.0%	2.8%	2.4%	0.6%	0.6%	89.5%	0.2%	2.1%	6.8%	1.0%	0.5%
RISP - Hope Valley	81.5%	0.4%	15.8%	1.3%	0.2%	0.7%	82.5%	0.0%	14.3%	1.9%	0.6%	0.7%
RISP - Headquarters	92.4%	0.0%	4.8%	2.3%	0.2%	0.3%	87.3%	0.0%	7.0%	3.8%	1.3%	0.6%
RISP - Lincoln	87.7%	1.2%	8.9%	1.4%	0.3%	0.4%	81.9%	3.4%	10.3%	3.2%	0.7%	0.5%
RISP - Wickford	87.5%	0.2%	10.6%	1.3%	0.1%	0.3%	85.3%	0.4%	10.9%	2.7%	0.1%	0.6%
Scituate	48.7%	1.0%	41.6%	7.1%	0.0%	1.6%	35.9%	1.6%	46.9%	15.6%	0.0%	0.0%

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
Smithfield	62.0%	1.4%	31.0%	3.4%	0.0%	2.2%	63.0%	1.0%	23.5%	8.9%	0.2%	3.5%
South Kingstown	32.6%	0.5%	61.8%	2.8%	0.1%	2.1%	21.3%	0.6%	68.2%	7.1%	0.6%	2.2%
Univ of Rhode Island	49.0%	0.0%	48.1%	0.6%	0.0%	2.3%	39.1%	0.0%	52.2%	1.4%	0.0%	7.2%
Warren	48.5%	5.7%	37.2%	4.1%	0.3%	4.2%	41.9%	2.2%	37.6%	9.7%	1.1%	7.5%
Warwick	58.2%	4.2%	31.1%	3.9%	0.1%	2.5%	53.4%	2.6%	33.9%	6.8%	0.3%	3.1%
West Greenwich	34.1%	0.3%	60.5%	1.6%	0.0%	3.6%	44.4%	2.8%	50.0%	0.0%	0.0%	2.8%
West Warwick	45.6%	0.2%	44.8%	4.9%	0.3%	4.2%	39.6%	0.2%	49.2%	5.6%	0.2%	5.2%
Westerly	39.8%	0.1%	55.4%	4.0%	0.3%	0.4%	45.5%	0.0%	47.5%	6.6%	0.0%	0.4%
Woonsocket	81.5%	0.0%	12.8%	3.5%	0.0%	2.1%	73.0%	0.6%	17.2%	7.2%	0.2%	1.7%

Note: Due to the small sample size, Tiverton was excluded from the table.

As was noted in Section II, great variation exists across the state in the distribution of different outcomes 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. To understand more completely the existence of racial disparities in the outcomes of traffic stops it is important to examine two decisions in more detail, the decision to issue a citation and the decision to search a motorist or vehicle. The following section of the report examines these two issues closely.

EXAMINING RACIAL DIFFERENCES IN CITATIONS

Previous tables break down the outcome of stops into multiple categories, more than one of which might involve the decision to issue a citation. To specifically examine the question of racial disparities in citation rates we must examine those cases where a citation was issued. Table 4.2a and 4.2b 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. Table 4.2a and 4.2b presents both absolute disparities between white and non-white drivers and ratios of disparity.

An absolute disparity simply measures the difference between the percent of non-white drivers who are cited compared to the percent of white drivers who are cited. 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.

As can be seen from table 4.2b, in nine jurisdictions (Barrington, Bristol, Foster, Gloucester, Newport, Smithfield, West Greenwich, Westerly, and the Hope Valley barracks of the Rhode Island State Police), non-white drivers were more likely to receive a citation than white drivers. In four of these jurisdictions, the disparity is very small, less than 2%, but in five jurisdictions, the disparity is between 4.5% and 10.3%. 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 4.2a Proportion of White and Non-White Motorists Issued Citations (Sorted by Agency)

Agency	% White Cited	% Non White Cited	Absolute Disparity	Ratio
Statewide	55.6%	62.1%	6.5%	1.12
Barrington	22.9%	24.4%	1.5%	1.07
Bristol	36.4%	38.3%	1.9%	1.05
Burrillville	60.3%	46.1%	-14.2%	0.76
Central Falls	66.7%	54.8%	-11.9%	0.82
Charlestown	23.7%	12.9%	-10.8%	0.54
Coventry	20.9%	19.1%	-1.7%	0.92
Cranston	46.0%	38.9%	-7.1%	0.85
Cumberland	22.1%	20.2%	-1.8%	0.92
East Greenwich	44.1%	36.7%	-7.4%	0.83
East Providence	82.9%	70.0%	-12.9%	0.84
Foster	60.7%	65.5%	4.9%	1.08
Glocester	57.4%	65.8%	8.5%	1.15
Hopkinton	34.8%	30.1%	-4.7%	0.86
Jamestown	22.8%	19.1%	-3.7%	0.84
Johnston	77.8%	76.3%	-1.5%	0.98
Lincoln	54.3%	46.6%	-7.6%	0.86
Little Compton	15.0%	13.0%	-2.1%	0.86
Middletown	27.2%	22.0%	-5.2%	0.81
Narragansett	26.5%	20.1%	-6.4%	0.76
Newport	13.4%	17.9%	4.5%	1.34
North Kingstown	56.2%	54.6%	-1.6%	0.97
North Providence	51.8%	46.7%	-5.1%	0.90
North Smithfield	47.5%	46.7%	-0.8%	0.98
Pawtucket	95.7%	93.0%	-2.7%	0.97
Portsmouth	30.3%	26.2%	-4.1%	0.86
Providence	60.1%	40.3%	-19.8%	0.67
Richmond	74.5%	68.9%	-5.6%	0.92
RISP – All	87.3%	84.5%	-2.8%	0.97
RISP – Chepachet	93.5%	89.5%	-4.1%	0.96
RISP - Hope Valley	81.5%	82.5%	1.0%	1.01
RISP – Headquarters	92.4%	87.3%	-5.1%	0.95
RISP – Lincoln	87.7%	81.9%	-5.9%	0.93
RISP – Wickford	87.5%	85.3%	-2.2%	0.97
Scituate	48.7%	35.9%	-12.7%	0.74
Smithfield	62.0%	63.0%	1.0%	1.02
South Kingstown	32.6%	21.3%	-11.3%	0.65
Univ of Rhode Island	49.0%	39.1%	-9.8%	0.80
Warren	48.5%	41.9%	-6.6%	0.86
Warwick	58.2%	53.4%	-4.8%	0.92
West Greenwich	34.1%	44.4%	10.3%	1.30
West Warwick	45.6%	39.6%	-6.1%	0.87
Westerly	39.8%	45.5%	5.8%	1.14
Woonsocket	81.5%	73.0%	-8.5%	0.90

Note: Due to the small sample size, Tiverton was excluded from the analysis.

Table 4.2b Proportion of White and Non-White Motorists Issued Citations (Sorted by Disparity)

Agency	% White Cited	% Non White Cited	Absolute Disparity	Ratio
Statewide	55.6%	62.1%	6.5%	1.12
West Greenwich	34.1%	44.4%	10.3%	1.30
Glocester	57.4%	65.8%	8.5%	1.15
Westerly	39.8%	45.5%	5.8%	1.14
Foster	60.7%	65.5%	4.9%	1.08
Newport	13.4%	17.9%	4.5%	1.34
Bristol	36.4%	38.3%	1.9%	1.05
Barrington	22.9%	24.4%	1.5%	1.07
RISP - Hope Valley	81.5%	82.5%	1.0%	1.01
Smithfield	62.0%	63.0%	1.0%	1.02
North Smithfield	47.5%	46.7%	-0.8%	0.98
Johnston	77.8%	76.3%	-1.5%	0.98
North Kingstown	56.2%	54.6%	-1.6%	0.97
Coventry	20.9%	19.1%	-1.7%	0.92
Cumberland	22.1%	20.2%	-1.8%	0.92
Little Compton	15.0%	13.0%	-2.1%	0.86
RISP – Wickford	87.5%	85.3%	-2.2%	0.97
Pawtucket	95.7%	93.0%	-2.7%	0.97
RISP – All	87.3%	84.5%	-2.8%	0.97
Jamestown	22.8%	19.1%	-3.7%	0.84
RISP – Chepachet	93.5%	89.5%	-4.1%	0.96
Portsmouth	30.3%	26.2%	-4.1%	0.86
Hopkinton	34.8%	30.1%	-4.7%	0.86
Warwick	58.2%	53.4%	-4.8%	0.92
RISP – Headquarters	92.4%	87.3%	-5.1%	0.95
North Providence	51.8%	46.7%	-5.1%	0.90
Middletown	27.2%	22.0%	-5.2%	0.81
Richmond	74.5%	68.9%	-5.6%	0.92
RISP – Lincoln	87.7%	81.9%	-5.9%	0.93
West Warwick	45.6%	39.6%	-6.1%	0.87
Narragansett	26.5%	20.1%	-6.4%	0.76
Warren	48.5%	41.9%	-6.6%	0.86
Cranston	46.0%	38.9%	-7.1%	0.85
East Greenwich	44.1%	36.7%	-7.4%	0.83
Lincoln	54.3%	46.6%	-7.6%	0.86
Woonsocket	81.5%	73.0%	-8.5%	0.90
Univ of Rhode Island	49.0%	39.1%	-9.8%	0.80
Charlestown	23.7%	12.9%	-10.8%	0.54
South Kingstown	32.6%	21.3%	-11.3%	0.65
Central Falls	66.7%	54.8%	-11.9%	0.82
Scituate	48.7%	35.9%	-12.7%	0.74
East Providence	82.9%	70.0%	-12.9%	0.84
Burrillville	60.3%	46.1%	-14.2%	0.76
Providence	60.1%	40.3%	-19.8%	0.67

Note: Due to the small sample size, Tiverton was excluded from the analysis.

COMPARISONS TO EARLIER STUDY OF RACIAL DIFFERENCES IN BEING CITED

Table 4.3 compares the racial differences in citations from the 2004-2005 study to the differences in being cited found in the present study. Significant changes were found statewide. In the original study, the statewide disparity between white and non-white motorists being cited was -8.3 with more whites being cited than non-whites. In the present study, the disparity has increased to 6.5, but with more non-whites than whites being issued a citation unlike the previous study. Additionally, there are some notable changes from the earlier study for some 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, Little Compton, Scituate, Warren). At the same time, five 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, Smithfield, Westerly). In West Greenwich, non-white drivers are 10% more likely to receive a citation and the percentage has remained remarkably stable between the prior study and the current study.

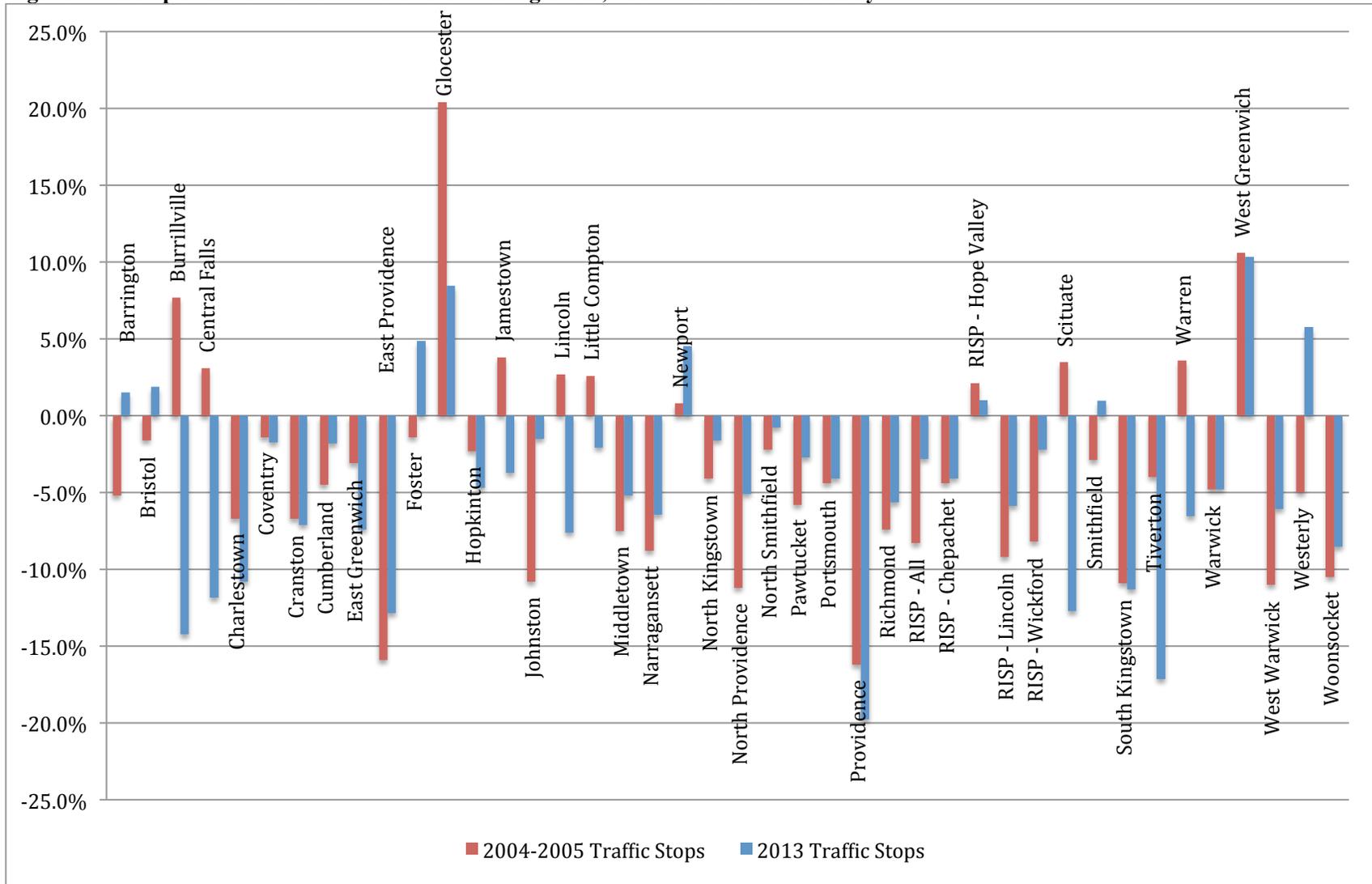
Although the statewide disparity between white and non-white motorists being cited has found that more non-whites are being cited than whites, it is important to examine the disparities among individual agencies and consider what changes have occurred in each jurisdiction since the last study. More importantly, agencies showing consistent disparities between white and non-white motorists being cited since the last study might want to consider changes to their current policies and practices to decrease these disparities. Similarly, 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).

Table 4.3 Comparison of Racial Differences in being Cited, 2004-2005 and 2013 Study

Agency	2004-2005 Traffic Stops		2013 Traffic Stops		2004-2005 Study Absolute Disparity	2013 Study Absolute Disparity
	% White Cited	% Non White Cited	% White Cited	% Non White Cited		
Statewide	70.1%	61.8%	55.6%	62.1%	-8.3%	6.5%
Barrington	39.0%	33.8%	22.9%	24.4%	-5.2%	1.5%
Bristol	30.9%	29.3%	36.4%	38.3%	-1.6%	1.9%
Burrillville	23.2%	30.9%	60.3%	46.1%	7.7%	-14.2%
Central Falls	43.9%	47.0%	66.7%	54.8%	3.1%	-11.9%
Charlestown	32.9%	26.2%	23.7%	12.9%	-6.7%	-10.8%
Coventry	30.0%	28.6%	20.9%	19.1%	-1.4%	-1.7%
Cranston	45.8%	39.1%	46.0%	38.9%	-6.7%	-7.1%
Cumberland	19.6%	15.1%	22.1%	20.2%	-4.5%	-1.8%
East Greenwich	19.2%	16.1%	44.1%	36.7%	-3.1%	-7.4%
East Providence	34.1%	18.2%	82.9%	70.0%	-15.9%	-12.9%
Foster	66.8%	65.4%	60.7%	65.5%	-1.4%	4.9%
Glocester	62.2%	82.6%	57.4%	65.8%	20.4%	8.5%
Hopkinton	37.3%	35.0%	34.8%	30.1%	-2.3%	-4.7%
Jamestown	36.7%	40.5%	22.8%	19.1%	3.8%	-3.7%
Johnston	80.5%	69.7%	77.8%	76.3%	-10.8%	-1.5%
Lincoln	28.4%	31.1%	54.3%	46.6%	2.7%	-7.6%
Little Compton	7.9%	10.5%	15.0%	13.0%	2.6%	-2.1%
Middletown	50.2%	42.7%	27.2%	22.0%	-7.5%	-5.2%
Narragansett	25.9%	17.1%	26.5%	20.1%	-8.8%	-6.4%
Newport	7.3%	8.1%	13.4%	17.9%	0.8%	4.5%
North Kingstown	66.5%	62.4%	56.2%	54.6%	-4.1%	-1.6%
North Providence	45.9%	34.7%	51.8%	46.7%	-11.2%	-5.1%
North Smithfield	25.3%	23.1%	47.5%	46.7%	-2.2%	-0.8%
Pawtucket	95.2%	89.4%	95.7%	93.0%	-5.8%	-2.7%
Portsmouth	36.8%	32.4%	30.3%	26.2%	-4.4%	-4.1%
Providence	49.9%	33.7%	60.1%	40.3%	-16.2%	-19.8%
Richmond	57.9%	50.5%	74.5%	68.9%	-7.4%	-5.6%
RISP – All	70.1%	61.8%	87.3%	84.5%	-8.3%	-2.8%
RISP – Chepachet	81.0%	76.6%	93.5%	89.5%	-4.4%	-4.1%
RISP – Hope Valley	74.1%	76.2%	81.5%	82.5%	2.1%	1.0%
RISP – Lincoln	60.5%	51.3%	87.7%	81.9%	-9.2%	-5.9%
RISP – Wickford	65.4%	57.2%	87.5%	85.3%	-8.2%	-2.2%
Scituate	46.9%	50.4%	48.7%	35.9%	3.5%	-12.7%
Smithfield	58.9%	56.0%	62.0%	63.0%	-2.9%	1.0%
South Kingstown	37.3%	26.4%	32.6%	21.3%	-10.9%	-11.3%
Tiverton	18.2%	14.2%	57.1%	40.0%	-4.0%	-17.1%
Warren	35.2%	38.8%	48.5%	41.9%	3.6%	-6.6%
Warwick	41.1%	36.3%	58.2%	53.4%	-4.8%	-4.8%
West Greenwich	41.6%	52.2%	34.1%	44.4%	10.6%	10.3%
West Warwick	34.8%	23.8%	45.6%	39.6%	-11.0%	-6.1%
Westerly	37.1%	32.1%	39.8%	45.5%	-5.0%	5.8%
Woonsocket	43.2%	32.7%	81.5%	73.0%	-10.5%	-8.5%

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.

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



EXAMINING RACIAL DIFFERENCES IN SEARCHES

Data from around the country suggests that racial minorities are often searched at a disproportionately higher rate in comparison to white motorists. This has raised much concern nationwide for two important reasons. First, being searched changes the character of a traffic stop. In the mind of many motorists searches transform the stop from a potentially benign civil enforcement action to a more serious suspicion of criminal activity. Motorists of color report that once a search is instigated the traffic stop itself is viewed as only a pre-text to justify searching and harassing motorists.¹³ While being cited is certainly perceived as a hassle, it is an outcome of the traffic stop which people are often willing to accept because they recognize that they were in fact violating a traffic law. Although legitimate questions may exist about why officers choose to stop a particular individual who was violating a traffic laws among a group of many individuals violating similar traffic laws, the question of racial profiling comes down to the perception that individuals are treated suspiciously, and therefore differently, because of their membership in particular racial groups. Searches heighten the perception that law enforcement perceives particular motorists as potential criminals.

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."¹⁴ 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.¹⁵ 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

¹³ For numerous examples of such perceptions see David Harris, 2002, *Profiles in Injustice: Why Racial Profiling Can't Work*, New York: New Press.

¹⁴ Fourth Amendment, United States Constitution

¹⁵ *Carroll v. U.S.*, 267 U.S. 132 (1925).

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.

In 2013, Rhode Island officers were allowed to indicate seven different legal justifications for a search of a vehicle 1) searches incident to an arrest, 2) probable cause, 3) terry frisk, 4) plain view contraband, 5) odor of drugs or alcohol, 6) inventory tow, and 7) reasonable articulable suspicion.¹⁶ 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 4.4 provides jurisdiction specific information on the distribution of searches in 2013 by each legal basis for a search category for stops of both white and non-white drivers.

¹⁶ These categories are similar to those used in the 2004-2005 study by Northeastern University.

Table 4.4 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	30.0%	6.9%	2.9%	2.3%	8.8%	5.7%	2.8%	16.5%	3.4%	1.3%	0.8%	4.3%	2.8%	1.7%
Bristol	56.8%	24.3%	2.7%	10.8%	2.7%	2.7%	0.0%	25.0%	0.0%	0.0%	50.0%	0.0%	25.0%	0.0%
Burrillville	78.0%	10.0%	2.0%	0.0%	6.0%	4.0%	0.0%	87.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%
Central Falls	76.5%	5.9%	5.9%	1.5%	4.4%	4.4%	1.5%	77.6%	2.6%	0.7%	2.0%	5.3%	9.9%	2.0%
Charlestown	22.2%	7.4%	7.4%	14.8%	40.7%	0.0%	7.4%	50.0%	16.7%	0.0%	0.0%	33.3%	0.0%	0.0%
Coventry	50.5%	14.3%	4.8%	1.9%	16.2%	11.4%	1.0%	83.3%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%
Cranston	34.4%	12.9%	8.6%	12.9%	15.1%	3.2%	12.9%	31.6%	15.8%	9.6%	3.5%	21.1%	7.9%	10.5%
Cumberland	55.0%	0.8%	2.3%	3.9%	0.0%	34.9%	3.1%	46.2%	0.0%	7.7%	0.0%	0.0%	42.3%	3.8%
East Greenwich	32.4%	26.5%	2.9%	2.9%	2.9%	14.7%	17.6%	14.3%	14.3%	28.6%	0.0%	42.9%	0.0%	0.0%
East Providence	43.4%	6.3%	3.8%	3.1%	23.3%	11.3%	8.8%	48.9%	12.5%	4.5%	2.3%	15.9%	10.2%	5.7%
Glocester	42.5%	35.0%	5.0%	7.5%	7.5%	0.0%	2.5%	40.0%	20.0%	0.0%	0.0%	40.0%	0.0%	0.0%
Hopkinton	36.4%	0.0%	3.0%	7.6%	31.8%	15.2%	6.1%	47.4%	0.0%	10.5%	5.3%	21.1%	0.0%	15.8%
Jamestown	53.1%	25.0%	9.4%	0.0%	12.5%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Johnston	73.6%	2.3%	0.0%	3.4%	3.4%	17.2%	0.0%	79.7%	3.1%	3.1%	0.0%	7.8%	6.3%	0.0%
Lincoln	32.1%	2.5%	37.0%	8.6%	9.9%	4.9%	4.9%	63.2%	0.0%	0.0%	0.0%	21.1%	15.8%	0.0%
Middletown	38.5%	30.8%	4.4%	4.4%	7.7%	12.1%	2.2%	54.5%	24.2%	6.1%	0.0%	3.0%	9.1%	3.0%
Narragansett	52.9%	9.4%	0.7%	2.9%	6.5%	21.7%	5.8%	66.7%	12.5%	0.0%	0.0%	4.2%	16.7%	0.0%
Newport	50.0%	11.5%	3.8%	1.9%	19.2%	9.6%	3.8%	33.3%	9.5%	23.8%	4.8%	19.0%	4.8%	4.8%
North Kingstown	62.9%	3.1%	5.2%	4.1%	18.6%	5.2%	1.0%	44.4%	0.0%	0.0%	0.0%	44.4%	11.1%	0.0%
North Providence	50.0%	28.6%	0.0%	0.0%	3.6%	7.1%	10.7%	57.9%	15.8%	0.0%	0.0%	10.5%	15.8%	0.0%
Pawtucket	79.9%	4.0%	5.4%	0.7%	2.7%	4.0%	3.4%	78.9%	5.9%	8.1%	1.9%	2.2%	2.6%	0.4%
Portsmouth	78.5%	1.4%	0.0%	0.0%	13.9%	5.6%	0.7%	70.3%	5.4%	2.7%	0.0%	18.9%	2.7%	0.0%
Richmond	78.9%	10.5%	2.6%	0.0%	7.9%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RISP - All	32.5%	23.2%	1.1%	6.9%	20.4%	7.2%	8.7%	32.5%	20.1%	1.8%	4.2%	21.7%	9.3%	10.4%
RISP - Chepachet	54.1%	9.8%	0.0%	4.9%	11.5%	18.0%	1.6%	60.2%	5.7%	3.4%	0.0%	9.1%	21.6%	0.0%
RISP - Hope Valley	25.7%	28.5%	0.0%	3.5%	30.6%	4.2%	7.6%	15.9%	32.7%	0.0%	6.5%	31.8%	5.6%	7.5%
RISP - Lincoln	25.0%	23.1%	2.5%	7.5%	20.0%	6.3%	15.6%	28.1%	16.6%	2.0%	4.5%	23.6%	7.0%	18.1%
RISP - Wickford	40.0%	24.4%	1.1%	13.3%	12.2%	5.6%	3.3%	35.3%	35.3%	0.0%	3.9%	15.7%	5.9%	3.9%
Scituate	92.1%	0.0%	7.9%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Smithfield	54.4%	16.2%	4.4%	1.5%	23.5%	0.0%	0.0%	63.0%	18.5%	0.0%	7.4%	3.7%	0.0%	7.4%
South Kingstown	51.5%	4.9%	2.9%	9.7%	24.3%	1.0%	5.8%	45.9%	0.0%	8.1%	2.7%	27.0%	0.0%	16.2%
Warren	70.8%	0.0%	0.0%	0.0%	25.0%	4.2%	0.0%	70.0%	0.0%	0.0%	0.0%	10.0%	20.0%	0.0%
Warwick	46.0%	5.0%	4.7%	1.4%	16.9%	23.4%	2.5%	43.7%	6.9%	1.1%	0.0%	12.6%	32.2%	3.4%
West Warwick	57.5%	5.5%	8.2%	1.4%	17.8%	0.0%	9.6%	35.3%	17.6%	5.9%	0.0%	35.3%	0.0%	5.9%
Westerly	26.9%	25.4%	9.0%	2.2%	29.9%	0.0%	6.7%	38.9%	27.8%	0.0%	0.0%	27.8%	0.0%	5.6%
Woonsocket	64.7%	7.1%	15.3%	0.0%	4.7%	4.7%	3.5%	59.1%	3.4%	3.4%	3.4%	17.0%	6.8%	6.8%

Note: Due to the small number of searches, these agencies were excluded from the analysis: Barrington, Little Compton, North Smithfield, RISP – Headquarters, Tiverton, URI, and West Greenwich. Data from Providence on basis for search was not available at the time.

Racial Differences in Searches

As in most other communities across the United States, searches in are relatively rare during routine traffic stops in Rhode Island. In 2013, statewide 3.3% of all traffic stops result in some type of search. To determine if racial disparities exist in search practices we can compare the proportion of white drivers subject to a search against the proportion of non-white drivers subject to a search. Unlike an analysis of racial disparities in traffic stops, examining racial disparities in search practices does not depend on establishing the correct “benchmark.” Although there may be particular behavioral differences between motorists who are stopped which make one group more likely to be searched than another, we begin by examining any racial differences that exist for all white and non-white individuals who are stopped. To understand disparities in search behavior we must answer 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?

To answer these questions we conduct a two-staged analysis. First, we examine the relationship between the race of driver and whether or not the officer conducted a search during the traffic stops. This basic 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.

As was discussed earlier in this report, analysis of racial disparities in search practices is most appropriate when the analysis is limited to discretionary searches. As in the 2004-2005 study, searches are analyzed based on searches categorized as the following: **searches**, which includes all 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 lawful arrest and inventory/tow searches. Because not all agencies within the state have consistent policies on inventory searches, the analysis of searches in the present report reflect these three categories which will allow agencies to assess the search patterns that most appropriately represent discretionary searches within their agency. In many communities

officers conducted a small number of searches over the period of the study (e.g. Warren officers conducted 34 searches) consequently analysis of searches in these communities should be viewed with caution.

Table 4.5a 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
Statewide	3147	2.7%	1998	5.7%	3.0%	2.1
Bristol	37	1.5%	4	2.2%	0.7%	1.5
Burrillville	50	3.5%	8	10.5%	7.0%	3.0
Central Falls	68	8.3%	152	11.9%	3.6%	1.4
Charlestown	27	2.4%	6	5.9%	3.6%	2.5
Coventry	105	2.9%	6	3.3%	0.4%	1.1
Cranston	93	2.2%	114	4.4%	2.3%	2.0
Cumberland	129	6.0%	26	6.0%	0.0%	1.0
East Greenwich	34	1.4%	7	2.6%	1.2%	1.9
East Providence	159	2.5%	88	6.4%	3.9%	2.5
Glocester	40	2.1%	5	3.2%	1.0%	1.5
Hopkinton	66	2.5%	19	5.4%	2.9%	2.1
Jamestown	32	1.7%	6	3.8%	2.1%	2.2
Johnston	87	2.5%	64	4.8%	2.4%	2.0
Lincoln	81	10.9%	19	8.0%	-2.9%	0.7
Middletown	91	2.5%	33	4.1%	1.6%	1.6
Narragansett	138	5.5%	24	10.3%	4.8%	1.9
Newport	52	1.9%	21	3.5%	1.6%	1.9
North Kingstown	97	2.5%	9	2.1%	-0.4%	0.9
North Providence	28	1.5%	19	2.4%	0.9%	1.6
Pawtucket	149	2.6%	270	6.6%	4.0%	2.5
Portsmouth	144	3.1%	37	7.5%	4.4%	2.4
Providence	90	4.3%	307	8.1%	3.8%	1.9
Richmond	38	7.9%	1	2.2%	-5.6%	0.3
RISP	461	2.2%	452	4.4%	2.2%	2.0
RISP – Chepachet	61	1.4%	88	3.9%	2.5%	2.7
RISP - Hope Valley	144	2.6%	107	4.5%	1.9%	1.8
RISP – Lincoln	160	3.7%	199	6.2%	2.5%	1.7
RISP – Wickford	90	1.4%	51	2.3%	0.9%	1.6
Scituate	38	4.4%	3	4.7%	0.3%	1.1
Smithfield	68	2.1%	27	6.7%	4.5%	3.1
South Kingstown	103	2.3%	37	6.9%	4.6%	3.0
Warren	24	3.6%	10	10.8%	7.1%	3.0
Warwick	278	3.0%	87	5.7%	2.7%	1.9
West Warwick	73	2.0%	17	4.0%	2.0%	2.0
Westerly	134	5.1%	18	7.0%	1.9%	1.4
Woonsocket	85	4.1%	88	10.9%	6.8%	2.7

Note: Due to the small number of searches, these agencies were excluded from the analysis: Barrington, Little Compton, North Smithfield, RISP – Headquarters, Tiverton, URI, and West Greenwich.

Table 4.5b 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
Statewide	3147	2.7%	1998	5.7%	3.0%	2.1
Warren	24	3.6%	10	10.8%	7.1%	3.0
Burrillville	50	3.5%	8	10.5%	7.0%	3.0
Woonsocket	85	4.1%	88	10.9%	6.8%	2.7
Narragansett	138	5.5%	24	10.3%	4.8%	1.9
South Kingstown	103	2.3%	37	6.9%	4.6%	3.0
Smithfield	68	2.1%	27	6.7%	4.5%	3.1
Portsmouth	144	3.1%	37	7.5%	4.4%	2.4
Pawtucket	149	2.6%	270	6.6%	4.0%	2.5
East Providence	159	2.5%	88	6.4%	3.9%	2.5
Providence	90	4.3%	307	8.1%	3.8%	1.9
Central Falls	68	8.3%	152	11.9%	3.6%	1.4
Charlestown	27	2.4%	6	5.9%	3.6%	2.5
Hopkinton	66	2.5%	19	5.4%	2.9%	2.1
Warwick	278	3.0%	87	5.7%	2.7%	1.9
RISP – Lincoln	160	3.7%	199	6.2%	2.5%	1.7
RISP – Chepachet	61	1.4%	88	3.9%	2.5%	2.7
Johnston	87	2.5%	64	4.8%	2.4%	2.0
Cranston	93	2.2%	114	4.4%	2.3%	2.0
RISP	461	2.2%	452	4.4%	2.2%	2.0
Jamestown	32	1.7%	6	3.8%	2.1%	2.2
West Warwick	73	2.0%	17	4.0%	2.0%	2.0
RISP - Hope Valley	144	2.6%	107	4.5%	1.9%	1.8
Westerly	134	5.1%	18	7.0%	1.9%	1.4
Newport	52	1.9%	21	3.5%	1.6%	1.9
Middletown	91	2.5%	33	4.1%	1.6%	1.6
East Greenwich	34	1.4%	7	2.6%	1.2%	1.9
Glocester	40	2.1%	5	3.2%	1.0%	1.5
RISP – Wickford	90	1.4%	51	2.3%	0.9%	1.6
North Providence	28	1.5%	19	2.4%	0.9%	1.6
Bristol	37	1.5%	4	2.2%	0.7%	1.5
Coventry	105	2.9%	6	3.3%	0.4%	1.1
Scituate	38	4.4%	3	4.7%	0.3%	1.1
Cumberland	129	6.0%	26	6.0%	0.0%	1.0
North Kingstown	97	2.5%	9	2.1%	-0.4%	0.9
Lincoln	81	10.9%	19	8.0%	-2.9%	0.7
Richmond	38	7.9%	10	2.2%	-5.6%	0.3

Note: Due to the small number of searches, these agencies were excluded from the analysis: Barrington, Little Compton, North Smithfield, RISP – Headquarters, Tiverton, URI, and West Greenwich.

As Table 4.5a and 4.5b note, in all but three Rhode Island communities non-white drivers were more likely to be searched than white drivers. While many of these differences were very small this pattern calls for additional analysis.

Though the results from Table 4.5a and 4.5b provide an interesting overview of all searches, it is important to note that some of the observed disparity may be due to non-discretionary search practices, such as searching an individual following a lawful arrest or the impounding of a vehicle. In light of such problems, any evaluation of true racial disparities in search practices should focus only on discretionary searches. Therefore, 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.

Table 4.6a and 4.6b provide a breakdown of discretionary searches, excluding those searches made incident to arrest for both white and non-white drivers. Since we have excluded searches incident to arrest, the total number of searches statewide decreases from 3,147 to 1,514 for white drivers and from 1,998 to 786 for non-white drivers. The disparity between white and non-white drivers also decreases from 3.0% to 1.0%. While racial differences in searches are reduced when we exclude searches incident to arrest from the analysis, the odds of a non-white driver being searched are still nearly twice that of a white driver. While we again need to view this analysis with caution, it should be noted that 25 jurisdictions continue to see racial disparities in searches, even after we exclude searches incident to arrest.

Table 4.6a 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
Statewide	1,514	1.3%	786	2.2%	1.0%	1.7
Central Falls	16	1.9%	34	2.7%	0.7%	1.4
Coventry	52	1.4%	1	0.5%	-0.9%	0.4
Cranston	61	1.4%	78	3.0%	1.6%	2.1
Cumberland	58	2.7%	14	3.2%	0.5%	1.2
East Greenwich	23	0.9%	6	2.2%	1.3%	2.3
East Providence	90	1.4%	45	3.3%	1.8%	2.3
Glocester	23	1.2%	3	1.9%	0.7%	1.5
Hopkinton	42	1.6%	10	2.8%	1.2%	1.8
Johnston	23	0.6%	13	1.0%	0.3%	1.5
Lincoln	55	7.4%	7	2.9%	-4.5%	0.4
Middletown	56	1.5%	15	1.9%	0.3%	1.2
Narragansett	65	2.6%	8	3.4%	0.8%	1.3
Newport	26	0.9%	14	2.3%	1.4%	2.5
North Kingstown	36	0.9%	5	1.2%	0.3%	1.3
Pawtucket	30	0.5%	57	1.4%	0.9%	2.6
Portsmouth	31	0.7%	11	2.2%	1.6%	3.4
RISP - All	311	1.5%	305	3.0%	1.5%	2.0
RISP - Chepachet	28	0.7%	35	1.5%	0.9%	2.4
RISP - Hope Valley	107	1.9%	90	3.8%	1.9%	2.0
RISP - Lincoln	120	2.8%	143	4.4%	1.7%	1.6
RISP - Wickford	54	0.8%	33	1.5%	0.6%	1.8
Smithfield	31	1.0%	10	2.5%	1.5%	2.5
South Kingstown	50	1.1%	20	3.7%	2.6%	3.3
Warwick	150	1.6%	49	3.2%	1.6%	2.0
West Warwick	31	0.8%	11	2.6%	1.7%	3.1
Westerly	98	3.7%	11	4.3%	0.6%	1.1
Woonsocket	30	1.4%	36	4.5%	3.0%	3.1

Note: Due to the small number of searches, these agencies were excluded from the analysis: Barrington, Bristol, Burrillville, Charlestown, Jamestown, Little Compton, North Providence, North Smithfield, RISP – Headquarters, Richmond, Scituate, Tiverton, URI, Warren, and West Greenwich. Data on searches from Providence were not available at the time of analysis.

Table 4.6b 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
Statewide	1514	1.3%	786	2.2%	1.0%	1.7
Woonsocket	30	1.4%	36	4.5%	3.0%	3.1
South Kingstown	50	1.1%	20	3.7%	2.6%	3.3
RISP - Hope Valley	107	1.9%	90	3.8%	1.9%	2.0
East Providence	90	1.4%	45	3.3%	1.8%	2.3
West Warwick	31	0.8%	11	2.6%	1.7%	3.1
RISP - Lincoln	120	2.8%	143	4.4%	1.7%	1.6
Warwick	150	1.6%	49	3.2%	1.6%	2.0
Cranston	61	1.4%	78	3.0%	1.6%	2.1
Portsmouth	31	0.7%	11	2.2%	1.6%	3.4
RISP - All	311	1.5%	305	3.0%	1.5%	2.0
Smithfield	31	1.0%	10	2.5%	1.5%	2.5
Newport	26	0.9%	14	2.3%	1.4%	2.5
East Greenwich	23	0.9%	6	2.2%	1.3%	2.3
Hopkinton	42	1.6%	10	2.8%	1.2%	1.8
RISP - Chepachet	28	0.7%	35	1.5%	0.9%	2.4
Pawtucket	30	0.5%	57	1.4%	0.9%	2.6
Narragansett	65	2.6%	8	3.4%	0.8%	1.3
Central Falls	16	1.9%	34	2.7%	0.7%	1.4
Glocester	23	1.2%	3	1.9%	0.7%	1.5
RISP - Wickford	54	0.8%	33	1.5%	0.6%	1.8
Westerly	98	3.7%	11	4.3%	0.6%	1.1
Cumberland	58	2.7%	14	3.2%	0.5%	1.2
Johnston	23	0.6%	13	1.0%	0.3%	1.5
Middletown	56	1.5%	15	1.9%	0.3%	1.2
North Kingstown	36	0.9%	5	1.2%	0.3%	1.3
Coventry	52	1.4%	1	0.5%	-0.9%	0.4
Richmond	8	1.7%	0	0.0%	-1.7%	0.0
Lincoln	55	7.4%	7	2.9%	-4.5%	0.4

Note: Due to the small number of searches, these agencies were excluded from the analysis: Barrington, Bristol, Burrillville, Charlestown, Jamestown, Little Compton, North Providence, North Smithfield, RISP – Headquarters, Richmond, Scituate, Tiverton, URI, Warren, and West Greenwich. Data on searches from Providence were not available at the time of analysis.

Table 4.7 compares the racial differences in discretionary searches from the 2004-2005 study to the differences in discretionary searches from the present study. In the previous study, thirty-eight local agencies and the State Police reported stop and search data during the 12-month study period. Therefore, the information in Table 4.7 compares discretionary searches from agencies that reported discretionary searches in both the previous study and current study. Due to the time constraints in data transmission, some agencies were excluded from the 2013 study due to the limited or missing search data during the 9-month study period

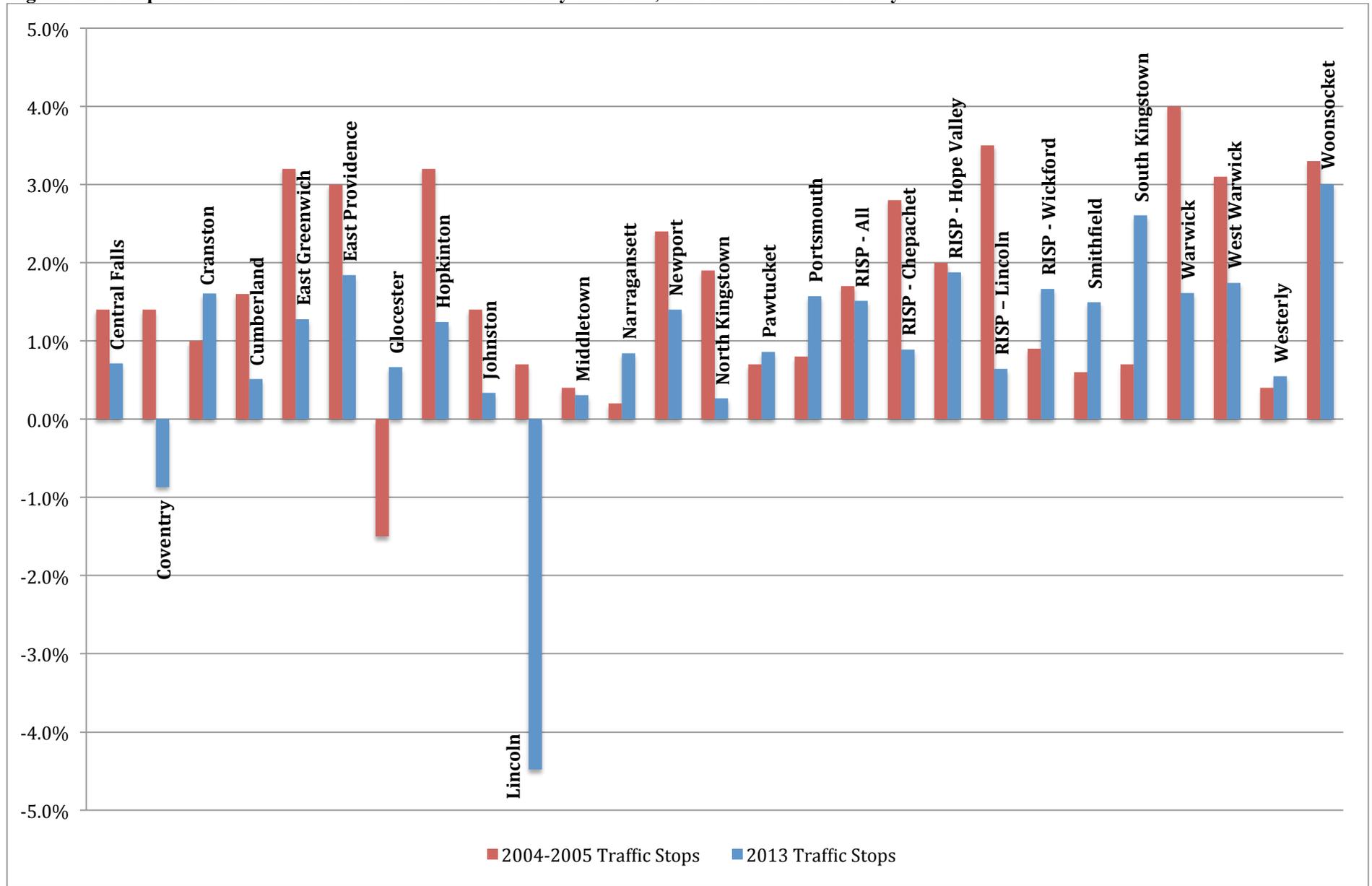
In the original study, the statewide disparity between white and non-white searches was 3.0, in the present study the disparity has decreased to 1.0. Seventeen municipal agencies and the State Police reduced their disparity between white and non-white discretionary searches between both studies (see Figure 4.2). This change represents improvement in the discretionary search practices within the State of Rhode Island and may reflect improved practices across Rhode Island agencies.

Table 4.7 Comparison of White and Non-White Discretionary Searches, 2004-2005 and 2013 Study

Agency	2004-2005 Traffic Stops					2013 Traffic Stops					2004-2004 Traffic Stops Absolute Disparity	2013 Traffic Stops Absolute Disparity
	White Searches	%	Non-White Searches	%	Ratio	White Searches	%	Non-White Searches	%	Ratio		
Statewide	6,613	2.9%	3,237	5.9%	2	1514	1.3%	786	2.2%	1.7	3.0%	1.0%
Central Falls	74	4.2%	154	5.7%	1.3	16	1.9%	34	2.7%	1.4	1.4%	0.7%
Coventry	164	2.6%	12	4%	1.5	52	1.4%	1	0.5%	0.4	1.4%	-0.9%
Cranston	230	3.4%	132	4.4%	1.3	61	1.4%	78	3.0%	2.1	1.0%	1.6%
Cumberland	105	1.9%	28	3.5%	1.8	58	2.7%	14	3.2%	1.2	1.6%	0.5%
East Greenwich	210	6.4%	32	9.7%	1.5	23	0.9%	6	2.2%	2.3	3.2%	1.3%
East Providence	653	5.6%	334	8.7%	1.5	90	1.4%	45	3.3%	2.3	3.0%	1.8%
Glocester	51	1.5%	0	0%	0	23	1.2%	3	1.9%	1.5	-1.5%	0.7%
Hopkinton	62	2%	15	5.3%	2.6	42	1.6%	10	2.8%	1.8	3.2%	1.2%
Johnston	124	1.6%	53	3%	1.9	23	0.6%	13	1.0%	1.5	1.4%	0.3%
Lincoln	41	2.3%	14	3%	1.3	55	7.4%	7	2.9%	0.4	0.7%	-4.5%
Middletown	103	1.8%	12	2.2%	1.2	56	1.5%	15	1.9%	1.2	0.4%	0.3%
Narragansett	86	1.9%	7	2.1%	1.1	65	2.6%	8	3.4%	1.3	0.2%	0.8%
Newport	118	1.7%	46	4.1%	2.4	26	0.9%	14	2.3%	2.5	2.4%	1.4%
North Kingstown	155	1.8%	30	3.8%	2.1	36	0.9%	5	1.2%	1.3	1.9%	0.3%
Pawtucket	49	0.5%	59	1.2%	2.4	30	0.5%	57	1.4%	2.6	0.7%	0.9%
Portsmouth	163	2.8%	22	3.7%	1.3	31	0.7%	11	2.2%	3.4	0.8%	1.6%
RISP - All	872	1.9%	500	3.6%	1.8	311	1.5%	305	3.0%	2.0	1.7%	1.5%
RISP - Chepachet	136	0.8%	110	3.6%	4.5	28	0.7%	35	1.5%	2.4	2.8%	0.9%
RISP - Hope Valley	67	2.5%	47	4.5%	1.8	107	1.9%	90	3.8%	2.0	2.0%	1.9%
RISP – Lincoln	184	2.1%	15	5.6%	2.6	54	0.8%	33	1.5%	1.8	3.5%	0.6%
RISP - Wickford	183	1.3%	128	2.2%	1.6	120	2.8%	143	4.4%	1.6	0.9%	1.7%
Smithfield	66	1.1%	10	1.7%	1.5	31	1.0%	10	2.5%	2.5	0.6%	1.5%
South Kingstown	86	0.6%	23	1.3%	2.2	50	1.1%	20	3.7%	3.3	0.7%	2.6%
Warwick	836	5.9%	215	9.9%	1.7	150	1.6%	49	3.2%	2.0	4.0%	1.6%
West Warwick	153	4.3%	29	7.4%	1.7	31	0.8%	11	2.6%	3.1	3.1%	1.7%
Westerly	65	2.7%	7	3.2%	1.2	98	3.7%	11	4.3%	1.1	0.4%	0.6%
Woonsocket	295	5.2%	162	8.6%	1.6	30	1.4%	36	4.5%	3.1	3.3%	3.0%

Note: Due to the small number of searches, these agencies were excluded from the analysis: Barrington, Bristol, Burrillville, Charlestown, Jamestown, Little Compton, North Providence, North Smithfield, RISP – Headquarters, Richmond, Scituate, Tiverton, URI, Warren, and West Greenwich. Data on searches from Providence were not available at the time of analysis.

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



An additional search analysis was conducted in the present study to examine the effect of inventory searches. 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, these searches also may not be considered purely discretionary. To allow agencies and their respective communities to identify whether or not the racial disparities in searches identified above are explained by the use of inventory searches we have conducted a separate **extra discretionary search** analysis.

Table 4.8a and 4.8b provide a breakdown of extra discretionary searches, excluding those searches made incident to arrest or due to the inventory/tow of a vehicle for both white and non-white drivers. Since we have excluded searches incident to arrest, the total number of searches statewide decreases to 1,220 for white drivers and to 632 for non-white drivers. The disparity between white and non-white drivers decreases from 3.0% for all searches and 1.0% for discretionary searches (only excluding incident to arrest) to 0.8% for the extra discretionary searches. So, while racial differences in searches are even further reduced when we exclude searches incident to arrest from the analysis, the odds of a non-white driver being searched are still slightly larger than that of a white driver. Twenty-one 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 1.6% (ratio 2.0) for discretionary searches, but is reduced to 0.5% (ratio of 1.5) when we additionally remove inventory/tow searches from the analysis. However, for agencies such as South Kingstown racial disparities in searches persist (2.6%) despite removing both incident to arrest and inventory searches from the analysis.

Table 4.8a 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
Statewide	1220	1.0%	632	1.8%	0.8%	1.7
Central Falls	13	1.6%	19	1.5%	-0.1%	0.9
Coventry	40	1.1%	0	0.0%	-1.1%	0.0
Cranston	58	1.4%	69	2.7%	1.3%	2.0
East Providence	72	1.2%	36	2.6%	1.5%	2.3
Glocester	23	1.2%	3	1.9%	0.7%	1.5
Hopkinton	32	1.2%	10	2.8%	1.6%	2.3
Lincoln	51	6.9%	4	1.7%	-5.2%	0.2
Middletown	45	1.2%	12	1.5%	0.2%	1.2
Narragansett	35	1.4%	4	1.7%	0.3%	1.2
Newport	21	0.8%	13	2.2%	1.4%	2.9
North Kingstown	31	0.8%	4	1.0%	0.2%	1.2
Pawtucket	24	0.4%	50	1.2%	0.8%	2.9
Portsmouth	23	0.5%	10	2.0%	1.5%	4.1
RISP - All	278	1.3%	263	2.6%	1.3%	2.0
RISP - Chepachet	17	0.4%	16	0.7%	0.3%	1.8
RISP - Hope Valley	101	1.8%	84	3.5%	1.7%	2.0
RISP - Lincoln	110	2.5%	129	4.0%	1.5%	1.6
RISP - Wickford	49	0.8%	30	1.4%	0.6%	1.8
Smithfield	31	1.0%	10	2.5%	1.5%	2.5
South Kingstown	49	1.1%	20	3.7%	2.6%	3.4
Warwick	85	0.9%	21	1.4%	0.5%	1.5
West Warwick	31	0.8%	11	2.6%	1.7%	3.1
Westerly	98	3.7%	11	4.3%	0.6%	1.1
Woonsocket	26	1.3%	30	3.7%	2.5%	3.0

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, RISP – Headquarters, Richmond, Scituate, Tiverton, URI, Warren, and West Greenwich. Data on searches from Providence were not available at the time of analysis.

Table 4.8b 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
Statewide	1220	1.0%	632	1.8%	0.8%	1.7
South Kingstown	49	1.1%	20	3.7%	2.6%	3.4
Woonsocket	26	1.3%	30	3.7%	2.5%	3.0
West Warwick	31	0.8%	11	2.6%	1.7%	3.1
RISP - Hope Valley	101	1.8%	84	3.5%	1.7%	2.0
Hopkinton	32	1.2%	10	2.8%	1.6%	2.3
Portsmouth	23	0.5%	10	2.0%	1.5%	4.1
Smithfield	31	1.0%	10	2.5%	1.5%	2.5
East Providence	72	1.2%	36	2.6%	1.5%	2.3
RISP - Lincoln	110	2.5%	129	4.0%	1.5%	1.6
Newport	21	0.8%	13	2.2%	1.4%	2.9
Cranston	58	1.4%	69	2.7%	1.3%	2.0
RISP - All	278	1.3%	263	2.6%	1.3%	2.0
Pawtucket	24	0.4%	50	1.2%	0.8%	2.9
Glocester	23	1.2%	3	1.9%	0.7%	1.5
RISP - Wickford	49	0.8%	30	1.4%	0.6%	1.8
Westerly	98	3.7%	11	4.3%	0.6%	1.1
Warwick	85	0.9%	21	1.4%	0.5%	1.5
Narragansett	35	1.4%	4	1.7%	0.3%	1.2
RISP - Chepachet	17	0.4%	16	0.7%	0.3%	1.8
Middletown	45	1.2%	12	1.5%	0.2%	1.2
North Kingstown	31	0.8%	4	1.0%	0.2%	1.2
Central Falls	13	1.6%	19	1.5%	-0.1%	0.9
Coventry	40	1.1%	0	0.0%	-1.1%	0.0
Lincoln	51	6.9%	4	1.7%	-5.2%	0.2

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, RISP – Headquarters, Richmond, Scituate, Tiverton, URI, Warren, and West Greenwich. Data on searches from Providence were not available at the time of analysis.

Table 4.9 compares the racial differences in extra discretionary searches from the 2004-2005 study to the differences in extra discretionary searches from the present study. Similar to the statewide patterns found in discretionary searches, the statewide disparity between white and non-white searches was 2.2 in the earlier study and decreased to 0.8 in the current study. Eleven municipal agencies reduced their disparity between white and non-white discretionary searches between the two studies (see Figure 4.3). While this change represents an improvement in the extra discretionary search practices within the State of Rhode Island, a larger number of municipal agencies reflected an increase in existing racial disparities in comparison to the dramatic decrease of racial disparities in discretionary searches from the previous study. Clearly, racially disparate search practices still exist in some communities with room for improvement when it comes to extra discretionary searches.

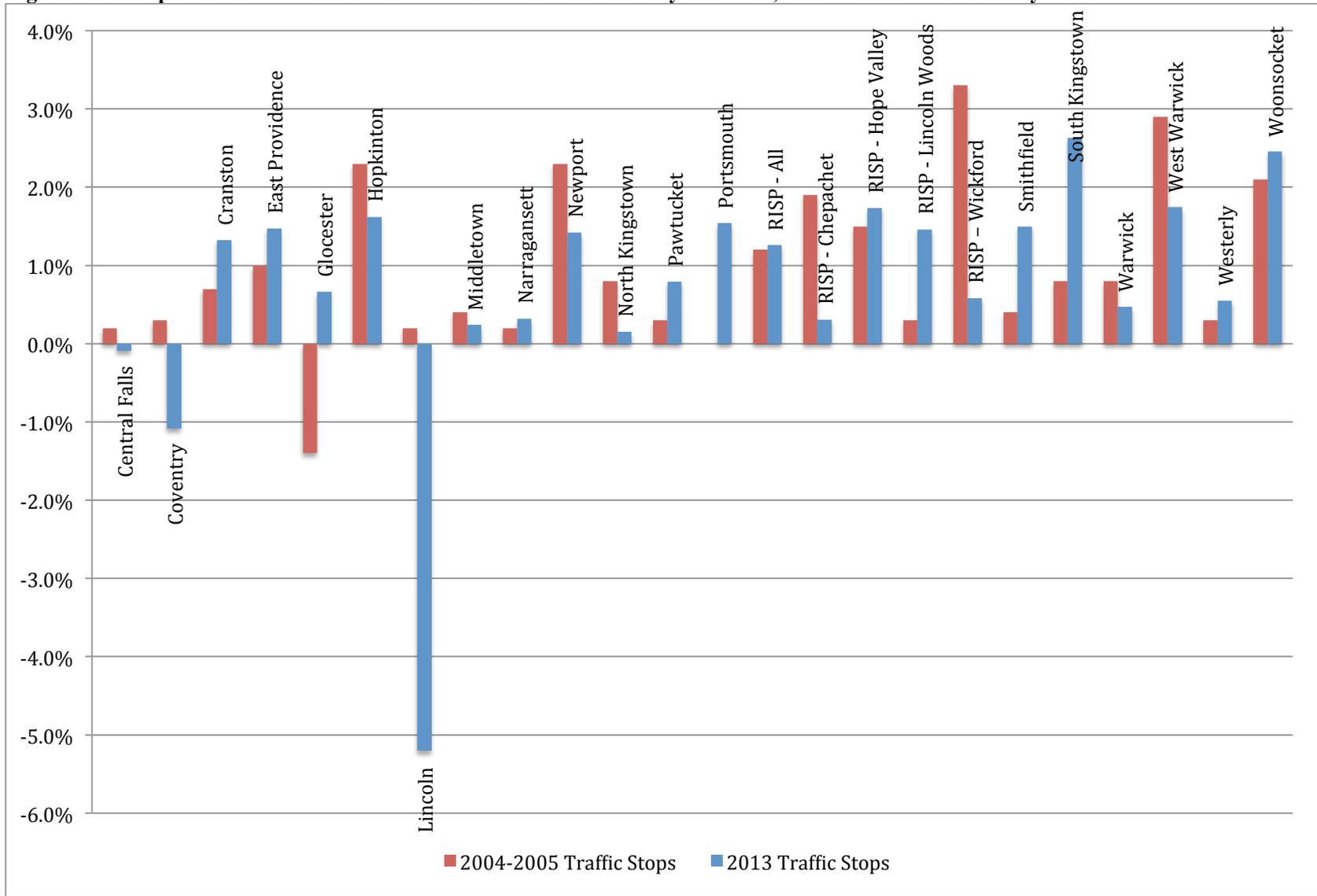
Overall our analysis of searches presents some very encouraging signs for law enforcement agencies in Rhode Island. When compared to the original analysis in 2004 all categories of searches have experienced a reduction in the level of racial and ethnic disparity in those individual who are searched. While these are statewide figures and are not the same in all communities it means that in most Rhode Island communities there has been a reduction in the racial and ethnic disparity in the number of searches conducted by the police.

Table 4.9 Comparison of White and Non-White *Extra* Discretionary Searches, 2004-2005 and 2013 Study

Agency	2004-2005 Traffic Stops				2013 Traffic Stops				2004-2005 Study Absolute Disparity	2013 Study Absolute Disparity
	White Searches	%	Non-White Searches	%	White Searches	%	Non-White Searches	%		
Statewide	4,198	1.8%	2,185	4.0%	1220	1.0%	632	1.8%	2.2%	0.8%
Central Falls	43	2.5%	71	2.6%	13	1.6%	19	1.5%	0.2%	-0.1%
Coventry	64	1.0%	4	1.3%	40	1.1%	0	0.0%	0.3%	-1.1%
Cranston	214	3.1%	114	3.8%	58	1.4%	69	2.7%	0.7%	1.3%
East Providence	375	3.2%	162	4.2%	72	1.2%	36	2.6%	1.0%	1.5%
Glocester	48	1.4%	0	0.0%	23	1.2%	3	1.9%	-1.4%	0.7%
Hopkinton	38	1.2%	10	3.5%	32	1.2%	10	2.8%	2.3%	1.6%
Lincoln	32	1.8%	9	1.9%	51	6.9%	4	1.7%	0.2%	-5.2%
Middletown	42	0.7%	6	1.1%	45	1.2%	12	1.5%	0.4%	0.2%
Narragansett	84	1.9%	7	2.1%	35	1.4%	4	1.7%	0.2%	0.3%
Newport	107	1.5%	43	3.8%	21	0.8%	13	2.2%	2.3%	1.4%
North Kingstown	89	1.1%	15	1.9%	31	0.8%	4	1.0%	0.8%	0.2%
Pawtucket	39	0.4%	34	0.7%	24	0.4%	50	1.2%	0.3%	0.8%
Portsmouth	58	1.0%	6	1.0%	23	0.5%	10	2.0%	0.0%	1.5%
RISP - All	719	1.6%	386	2.8%	278	1.3%	263	2.6%	1.2%	1.3%
RISP - Chepachet	53	0.6%	33	2.5%	17	0.4%	16	0.7%	1.9%	0.3%
RISP - Hope Valley	201	1.9%	130	3.4%	101	1.8%	84	3.5%	1.5%	1.7%
RISP - Lincoln	111	1.1%	72	1.4%	110	2.5%	129	4.0%	0.3%	1.5%
RISP – Wickford	148	1.7%	112	4.9%	49	0.8%	30	1.4%	3.3%	0.6%
Smithfield	58	0.9%	8	1.3%	31	1.0%	10	2.5%	0.4%	1.5%
South Kingstown	82	0.6%	23	1.3%	49	1.1%	20	3.7%	0.8%	2.6%
Warwick	345	2.4%	70	3.2%	85	0.9%	21	1.4%	0.8%	0.5%
West Warwick	98	2.7%	22	5.6%	31	0.8%	11	2.6%	2.9%	1.7%
Westerly	58	2.4%	6	2.7%	98	3.7%	11	4.3%	0.3%	0.6%
Woonsocket	194	3.4%	105	5.6%	26	1.3%	30	3.7%	2.1%	2.5%

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, RISP – Headquarters, Richmond, Scituate, Tiverton, URI, Warren, and West Greenwich. Data on searches from Providence were not available at the time of analysis.

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



Productivity of Searches

Another way to evaluate the existence of racial disparities in searches is to examine the productivity of searches for whites versus non-white. If non-white drivers are disproportionately searched but found with contraband at a lower rate than whites, departments should closely evaluate their search strategies. Statewide 37.7% of ***all searches*** of white drivers resulted in the police finding contraband while only 31.9% of the searches of non-white motorists resulted in contraband being found (Table 4.10a and 4.10b). Before drawing too many conclusions about these disparities it is important to examine the productivity for discretionary searches.

When we examine only ***discretionary searches*** (excluding incident to arrest searches) and extra discretionary searches (excluding incident to arrest and inventory searches), we find that overall the productivity of searches increases but the disparity between white drivers where contraband was found (52.1%) and non-white where contraband was found (47.1%) decreases slightly to 5.0% (Table 4.11a and 4.11b). Table 4.12a and 4.12b examine ***extra discretionary searches*** depicting an increase in productivity of searches when incident to arrest and inventory/tow searches are excluded. However, disparity between white contraband found (60.7%) and non-white contraband found (54.9%) reflects the same level of disparity as all searches (5.8%).

To address concerns that ***extra discretionary searches***, those searches that do not include either incident to arrest or inventory as a reason for the search, may result in very different search outcomes than other less discretionary searches we conducted an additional race and productivity analysis (Table 4.12a and 4.12b). Interestingly, the productivity of extra discretionary searches (excluding both incident to arrest and inventory searches) are greatly improved over either all searches or discretionary searches only excluding incident to arrest, but the racial disparities between productivity of white and non-white searches remain. As illustrated in Table 4.12a and 4.12b, when officers conduct searches for reasons other than incident to arrest or an inventory, whites are found with contraband 60.7% of the time and non-whites are found with contraband only 54.9% of the time. As noted above all of these analyses must be viewed with caution since we are dealing with very small numbers of searches for most communities. As more data becomes available these results can be tested with more robust samples.

Table 4.10a 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	
Statewide	3057	1152	37.7%	1691	539	31.9%	-5.8%
Bristol	37	19	51.4%	4	2	50.0%	-1.4%
Burrillville	50	21	42.0%	8	5	62.5%	20.5%
Central Falls	68	11	16.2%	152	22	14.5%	-1.7%
Charlestown	27	15	55.6%	6	2	33.3%	-22.2%
Coventry	105	31	29.5%	6	0	0.0%	-
Cranston	93	37	39.8%	114	43	37.7%	-2.1%
Cumberland	129	34	26.4%	26	3	11.5%	-14.8%
East Greenwich	34	5	14.7%	7	2	28.6%	13.9%
East Providence	159	63	39.6%	88	26	29.5%	-10.1%
Glocester	40	19	47.5%	5	2	40.0%	-7.5%
Hopkinton	66	24	36.4%	19	8	42.1%	5.7%
Jamestown	32	15	46.9%	6	1	16.7%	-30.2%
Johnston	87	9	10.3%	64	5	7.8%	-2.5%
Lincoln	81	24	29.6%	19	8	42.1%	12.5%
Middletown	91	34	37.4%	33	7	21.2%	-16.2%
Narragansett	138	24	17.4%	24	4	16.7%	-0.7%
Newport	52	14	26.9%	21	6	28.6%	1.6%
North Kingstown	97	32	33.0%	9	2	22.2%	-10.8%
North Providence	28	7	25.0%	19	3	15.8%	-9.2%
Pawtucket	149	46	30.9%	270	80	29.6%	-1.2%
Portsmouth	144	38	26.4%	37	5	13.5%	-12.9%
Richmond	38	22	57.9%	1	0	0.0%	-
RISP - All	461	264	57.3%	452	200	44.2%	-13.0%
RISP - Chepachet	61	23	37.7%	88	14	15.9%	-21.8%
RISP - Hope Valley	144	96	66.7%	107	64	59.8%	-6.9%
RISP - Lincoln	160	99	61.9%	199	95	47.7%	-14.1%
RISP - Wickford	90	44	48.9%	51	24	47.1%	-1.8%
Scituate	38	4	10.5%	3	0	0.0%	-10.5%
Smithfield	68	17	25.0%	27	8	29.6%	4.6%
South Kingstown	103	53	51.5%	37	14	37.8%	-13.6%
Warren	24	8	33.3%	10	0	0.0%	-
Warwick	278	102	36.7%	87	31	35.6%	-1.1%
West Warwick	73	32	43.8%	17	8	47.1%	3.2%
Westerly	134	77	57.5%	18	10	55.6%	-1.9%
Woonsocket	85	28	32.9%	88	30	34.1%	1.1%

Note: Due to the small number of searches, these agencies were excluded from the analysis: Barrington, Little Compton, North Smithfield, RISP – Headquarters, Tiverton, URI, and West Greenwich. Data on searches from Providence were not available at the time of analysis. Agencies with less than 0.1% of contraband found for non-white searches were excluded in the final calculation due to the small proportion.

Table 4.10b 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	
Statewide	3057	1152	37.7%	1691	539	31.9%	-5.8%
Burrillville	50	21	42.0%	8	5	62.5%	20.5%
East Greenwich	34	5	14.7%	7	2	28.6%	13.9%
Lincoln	81	24	29.6%	19	8	42.1%	12.5%
Hopkinton	66	24	36.4%	19	8	42.1%	5.7%
Smithfield	68	17	25.0%	27	8	29.6%	4.6%
West Warwick	73	32	43.8%	17	8	47.1%	3.2%
Newport	52	14	26.9%	21	6	28.6%	1.6%
Woonsocket	85	28	32.9%	88	30	34.1%	1.1%
Narragansett	138	24	17.4%	24	4	16.7%	-0.7%
Warwick	278	102	36.7%	87	31	35.6%	-1.1%
Pawtucket	149	46	30.9%	270	80	29.6%	-1.2%
Bristol	37	19	51.4%	4	2	50.0%	-1.4%
Central Falls	68	11	16.2%	152	22	14.5%	-1.7%
RISP - Wickford	90	44	48.9%	51	24	47.1%	-1.8%
Westerly	134	77	57.5%	18	10	55.6%	-1.9%
Cranston	93	37	39.8%	114	43	37.7%	-2.1%
Johnston	87	9	10.3%	64	5	7.8%	-2.5%
RISP - Hope Valley	144	96	66.7%	107	64	59.8%	-6.9%
Glocester	40	19	47.5%	5	2	40.0%	-7.5%
North Providence	28	7	25.0%	19	3	15.8%	-9.2%
East Providence	159	63	39.6%	88	26	29.5%	-10.1%
North Kingstown	97	32	33.0%	9	2	22.2%	-10.8%
Portsmouth	144	38	26.4%	37	5	13.5%	-12.9%
RISP - All	461	264	57.3%	452	200	44.2%	-13.0%
South Kingstown	103	53	51.5%	37	14	37.8%	-13.6%
RISP - Lincoln	160	99	61.9%	199	95	47.7%	-14.1%
Cumberland	129	34	26.4%	26	3	11.5%	-14.8%
Middletown	91	34	37.4%	33	7	21.2%	-16.2%
RISP - Chepachet	61	23	37.7%	88	14	15.9%	-21.8%
Charlestown	27	15	55.6%	6	2	33.3%	-22.2%
Coventry	105	31	29.5%	6	0	0.0%	-29.5%
Jamestown	32	15	46.9%	6	1	16.7%	-30.2%
Scituate	38	4	10.5%	3	0	0.0%	-
Warren	24	8	33.3%	10	0	0.0%	-
Richmond	38	22	57.9%	1	0	0.0%	-

Note: Due to the small number of searches, these agencies were excluded from the analysis: Barrington, Little Compton, North Smithfield, RISP – Headquarters, Tiverton, URI, and West Greenwich. Data on searches from Providence were not available at the time of analysis. Agencies with less than 0.1% of contraband found for non-white searches were excluded in the final calculation due to the small proportion.

Table 4.11a 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	
Statewide	1514	789	52.1%	786	370	47.1%	-5.0%
Central Falls	16	4	25.0%	34	5	14.7%	-10.3%
Coventry	52	24	46.2%	1	0	0.0%	-
Cranston	61	34	55.7%	78	37	47.4%	-8.3%
Cumberland	58	13	22.4%	14	1	7.1%	-15.3%
East Greenwich	23	5	21.7%	6	2	33.3%	11.6%
East Providence	90	48	53.3%	45	21	46.7%	-6.7%
Glocester	23	15	65.2%	3	0	0.0%	-
Hopkinton	42	21	50.0%	10	5	50.0%	0.0%
Johnston	23	7	30.4%	13	3	23.1%	-7.4%
Lincoln	55	17	30.9%	7	2	28.6%	-2.3%
Middletown	56	27	48.2%	15	5	33.3%	-14.9%
Narragansett	65	14	21.5%	8	2	25.0%	3.5%
Newport	26	11	42.3%	14	3	21.4%	-20.9%
North Kingstown	36	19	52.8%	5	2	40.0%	-12.8%
Pawtucket	30	16	53.3%	57	32	56.1%	2.8%
Portsmouth	31	17	54.8%	11	4	36.4%	-18.5%
RISP - All	311	213	68.5%	305	169	55.4%	-13.1%
RISP - Chepachet	28	14	50.0%	35	9	25.7%	-24.3%
RISP - Hope Valley	107	77	72.0%	90	59	65.6%	-6.4%
RISP - Lincoln	120	82	68.3%	143	78	54.5%	-13.8%
RISP - Wickford	54	39	72.2%	33	21	63.6%	-8.6%
Smithfield	31	13	41.9%	10	7	70.0%	28.1%
South Kingstown	50	40	80.0%	20	10	50.0%	-30.0%
Warwick	150	66	44.0%	49	20	40.8%	-3.2%
West Warwick	31	20	64.5%	11	7	63.6%	-0.9%
Westerly	98	62	63.3%	11	8	72.7%	9.5%
Woonsocket	30	12	40.0%	36	17	47.2%	7.2%

Note: Due to the small number of searches, these agencies were excluded from the analysis: Barrington, Bristol, Burrillville, Charlestown, Jamestown, Little Compton, North Providence, North Smithfield, RISP – Headquarters, Richmond, Scituate, Tiverton, URI, Warren, and West Greenwich. Data on searches from Providence were not available at the time of analysis. Agencies with less than 0.1% of contraband found for non-white searches were excluded in the final calculation due to the small proportion.

Table 4.11b 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	
Statewide	1514	789	52.1%	786	370	47.1%	-5.0%
Smithfield	31	13	41.9%	10	7	70.0%	28.1%
East Greenwich	23	5	21.7%	6	2	33.3%	11.6%
Westerly	98	62	63.3%	11	8	72.7%	9.5%
Woonsocket	30	12	40.0%	36	17	47.2%	7.2%
Narragansett	65	14	21.5%	8	2	25.0%	3.5%
Pawtucket	30	16	53.3%	57	32	56.1%	2.8%
Hopkinton	42	21	50.0%	10	5	50.0%	0.0%
Coventry	52	24	46.2%	1	0	0.0%	-
Glocester	23	15	65.2%	3	0	0.0%	-
West Warwick	31	20	64.5%	11	7	63.6%	-0.9%
Lincoln	55	17	30.9%	7	2	28.6%	-2.3%
Warwick	150	66	44.0%	49	20	40.8%	-3.2%
RISP - Hope Valley	107	77	72.0%	90	59	65.6%	-6.4%
East Providence	90	48	53.3%	45	21	46.7%	-6.7%
Johnston	23	7	30.4%	13	3	23.1%	-7.4%
Cranston	61	34	55.7%	78	37	47.4%	-8.3%
RISP - Wickford	54	39	72.2%	33	21	63.6%	-8.6%
Central Falls	16	4	25.0%	34	5	14.7%	-10.3%
North Kingstown	36	19	52.8%	5	2	40.0%	-12.8%
RISP - All	311	213	68.5%	305	169	55.4%	-13.1%
RISP - Lincoln	120	82	68.3%	143	78	54.5%	-13.8%
Middletown	56	27	48.2%	15	5	33.3%	-14.9%
Cumberland	58	13	22.4%	14	1	7.1%	-15.3%
Portsmouth	31	17	54.8%	11	4	36.4%	-18.5%
Newport	26	11	42.3%	14	3	21.4%	-20.9%
RISP - Chepachet	28	14	50.0%	35	9	25.7%	-24.3%
South Kingstown	50	40	80.0%	20	10	50.0%	-30.0%

Note: Due to the small number of searches, these agencies were excluded from the analysis: Barrington, Bristol, Burrillville, Charlestown, Jamestown, Little Compton, North Providence, North Smithfield, RISP – Headquarters, Richmond, Scituate, Tiverton, URI, Warren, and West Greenwich. Data on searches from Providence were not available at the time of analysis. Agencies with less than 0.1% of contraband found for non-white searches were excluded in the final calculation due to the small proportion.

Table 4.12a 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	
Statewide	1220	741	60.7%	632	347	54.9%	-5.8%
Central Falls	13	4	30.8%	19	5	26.3%	-4.5%
Coventry	40	21	52.5%	0	0	0.0%	0.0%
Cranston	58	34	58.6%	69	36	52.2%	-6.4%
East Providence	72	48	66.7%	36	21	58.3%	-8.3%
Glocester	23	15	65.2%	3	0	0.0%	-
Hopkinton	32	20	62.5%	10	5	50.0%	-12.5%
Lincoln	51	17	33.3%	4	2	50.0%	16.7%
Middletown	45	26	57.8%	12	5	41.7%	-16.1%
Narragansett	35	10	28.6%	4	0	0.0%	0.0%
Newport	21	11	52.4%	13	3	23.1%	-29.3%
North Kingstown	31	19	61.3%	4	2	50.0%	-11.3%
Pawtucket	24	13	54.2%	50	31	62.0%	7.8%
Portsmouth	23	17	73.9%	10	4	40.0%	-33.9%
RISP - All	278	207	74.5%	263	160	60.8%	-13.6%
RISP-Chepachet	17	11	64.7%	16	7	43.8%	-21.0%
RISP-Hope Valley	101	76	75.2%	84	57	67.9%	-7.4%
RISP-Lincoln	110	80	72.7%	129	74	57.4%	-15.4%
RISP-Wickford	49	39	79.6%	30	20	66.7%	-12.9%
Smithfield	31	13	41.9%	10	7	70.0%	28.1%
South Kingstown	49	39	79.6%	20	10	50.0%	-29.6%
Warwick	85	51	60.0%	21	14	66.7%	6.7%
West Warwick	31	20	64.5%	11	7	63.6%	-0.9%
Westerly	98	62	63.3%	11	8	72.7%	9.5%
Woonsocket	26	12	46.2%	30	15	50.0%	3.8%

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, RISP – Headquarters, Richmond, Scituate, Tiverton, URI, Warren, and West Greenwich. Data on searches from Providence were not available at the time of analysis. Agencies with less than 0.1% of contraband found for non-white searches were excluded in the final calculation due to the small proportion.

Table 4.12b 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	
Statewide	1220	741	60.7%	632	347	54.9%	-5.8%
Smithfield	31	13	41.9%	10	7	70.0%	28.1%
Lincoln	51	17	33.3%	4	2	50.0%	16.7%
Westerly	98	62	63.3%	11	8	72.7%	9.5%
Pawtucket	24	13	54.2%	50	31	62.0%	7.8%
Warwick	85	51	60.0%	21	14	66.7%	6.7%
Woonsocket	26	12	46.2%	30	15	50.0%	3.8%
Coventry	40	21	52.5%	0	0	0.0%	-
Glocester	23	15	65.2%	3	0	0.0%	-
Narragansett	35	10	28.6%	4	0	0.0%	-
West Warwick	31	20	64.5%	11	7	63.6%	-0.9%
Central Falls	13	4	30.8%	19	5	26.3%	-4.5%
Cranston	58	34	58.6%	69	36	52.2%	-6.4%
RISP-Hope Valley	101	76	75.2%	84	57	67.9%	-7.4%
East Providence	72	48	66.7%	36	21	58.3%	-8.3%
North Kingstown	31	19	61.3%	4	2	50.0%	-11.3%
Hopkinton	32	20	62.5%	10	5	50.0%	-12.5%
RISP-Wickford	49	39	79.6%	30	20	66.7%	-12.9%
RISP-All	278	207	74.5%	263	160	60.8%	-13.6%
RISP-Lincoln	110	80	72.7%	129	74	57.4%	-15.4%
Middletown	45	26	57.8%	12	5	41.7%	-16.1%
RISP-Chepachet	17	11	64.7%	16	7	43.8%	-21.0%
Newport	21	11	52.4%	13	3	23.1%	-29.3%
South Kingstown	49	39	79.6%	20	10	50.0%	-29.6%
Portsmouth	23	17	73.9%	10	4	40.0%	-33.9%

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, RISP – Headquarters, Richmond, Scituate, Tiverton, URI, Warren, and West Greenwich. Data on searches from Providence were not available at the time of analysis. Agencies with less than 0.1% of contraband found for non-white searches were excluded in the final calculation due to the small proportion.

Since the previous study, *discretionary* searches (Table 4.13) and *extra discretionary* searches (Table 4.14) of both white and non-white drivers have generally become more productive. In the original study, 26.5% of whites and 22.3% of non-whites were found with contraband in searches excluding incident to arrest. In the present study, white contraband hit rates went up to 52.1% and non-whites rates improved to 47.1%. Similarly, productivity increased for whites from 36.9% to 60.7% and 29.1% to 54.9% for non-whites in *extra discretionary* searches since the previous study. Statewide, as searches overall became more productive, the disparity between white and non-white productivity has decreased in both *discretionary* and *extra discretionary* searches. In the original study the disparity between non-white and white contraband found statewide was 7.8%. In the present study the disparity has reduced to 5.8%. Though this decrease 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 decrease racial disparities in search outcomes (Figure 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 rates of productivity, specific attention should be paid to those agencies that conduct a large number of searches, have particularly low non-white contraband found rates, and have seen little positive change in productive since the first study.

Table 4.13 Comparison of Productivity for White and Non-White *Discretionary* Searches, 2004-2005 and 2013 Study

Agency	2004-2005 Traffic Stops				2013 Traffic Stops				2004-2005 Study Absolute Disparity	2013 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		
Statewide	6,264	26.5%	3,053	22.3%	1,514	52.1%	786	47.1%	-4.2%	-5.0%
Central Falls	67	20.9%	142	14.1%	16	25.0%	34	14.7%	-6.8%	-10.3%
Coventry	161	16.1%	12	25.0%	52	46.2%	1	0.0%	8.9%	0.0%
Cranston	216	24.1%	130	20.0%	61	55.7%	78	47.4%	-4.1%	-8.3%
Cumberland	105	16.2%	28	39.3%	58	22.4%	14	7.1%	23.1%	-15.3%
East Greenwich	196	10.2%	32	0.0%	23	21.7%	6	33.3%	-10.2%	11.6%
East Providence	630	39.5%	318	35.2%	90	53.3%	45	46.7%	-4.3%	-6.7%
Glocester	48	56.3%	0	0.0%	23	65.2%	3	0.0%	0.0%	0.0%
Hopkinton	59	27.1%	13	23.1%	42	50.0%	10	50.0%	-4.0%	0.0%
Johnston	117	13.7%	53	9.4%	23	30.4%	13	23.1%	-4.3%	-7.4%
Lincoln	40	22.5%	14	14.3%	55	30.9%	7	28.6%	-8.2%	-2.3%
Middletown	82	29.3%	10	10.0%	56	48.2%	15	33.3%	-19.3%	-14.9%
Narragansett	85	51.8%	7	28.6%	65	21.5%	8	25.0%	-23.2%	3.5%
Newport	109	20.2%	41	22.0%	26	42.3%	14	21.4%	1.8%	-20.9%
North Kingstown	146	17.1%	29	17.2%	36	52.8%	5	40.0%	0.1%	-12.8%
Pawtucket	49	22.4%	53	30.2%	30	53.3%	57	56.1%	7.8%	2.8%
Portsmouth	155	20.6%	20	0.0%	31	54.8%	11	36.4%	0.0%	-18.5%
RISP - All	789	29.7%	446	22.0%	311	68.5%	305	55.4%	-7.7%	-13.1%
RISP - Chepachet	64	32.8%	43	14.0%	28	50.0%	35	25.7%	-18.8%	-24.3%
RISP - Hope Valley	237	33.3%	151	26.5%	107	72.0%	90	65.6%	-6.8%	-6.4%
RISP - Lincoln	127	22.0%	99	18.2%	120	68.3%	143	54.5%	-3.8%	-13.8%
RISP - Wickford	161	16.1%	117	19.7%	54	72.2%	33	63.6%	3.6%	-8.6%
Smithfield	66	27.3%	10	20.0%	31	41.9%	10	70.0%	-7.3%	28.1%
South Kingstown	79	51.9%	23	39.1%	50	80.0%	20	50.0%	-12.8%	-30.0%

Agency	2004-2005 Traffic Stops				2013 Traffic Stops				2004-2005 Study Absolute Disparity	2013 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		
Warwick	799	14.6%	206	12.6%	150	44.0%	49	40.8%	-2.0%	-3.2%
West Warwick	144	18.1%	28	28.6%	31	64.5%	11	63.6%	10.5%	-0.9%
Westerly	65	41.5%	7	28.6%	98	63.3%	11	72.7%	-12.9%	9.5%
Woonsocket	260	22.7%	149	19.5%	30	40.0%	36	47.2%	-3.2%	7.2%

Note: Due to the small number of searches, these agencies were excluded from the analysis: Barrington, Bristol, Burrillville, Charlestown, Jamestown, Little Compton, North Providence, North Smithfield, RISP – Headquarters, Richmond, Scituate, Tiverton, URI, Warren, and West Greenwich. Data on searches from Providence were not available at the time of analysis. Agencies with less than 0.1% of contraband found for non-white searches were excluded in the final calculation due to the small proportion.

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

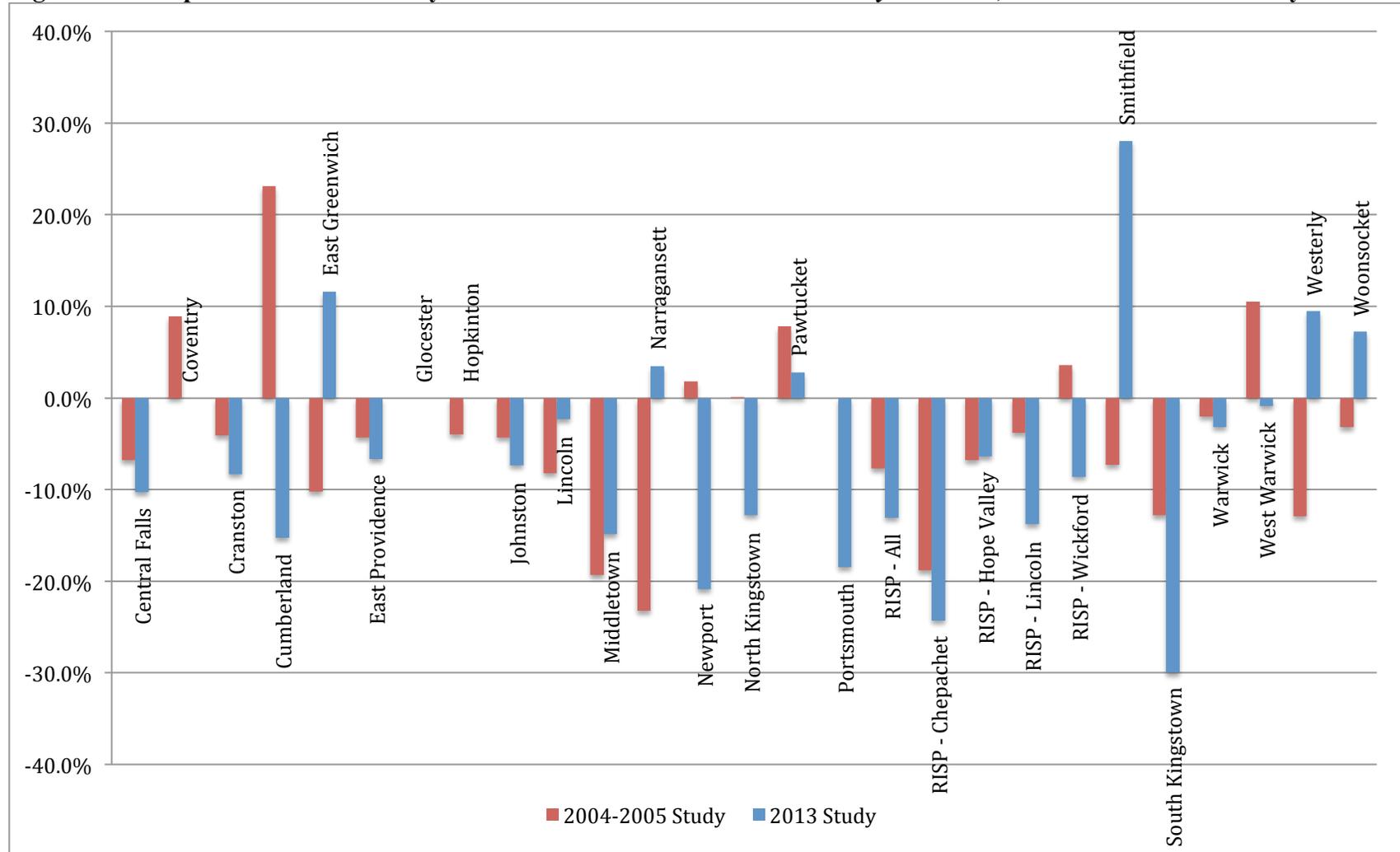
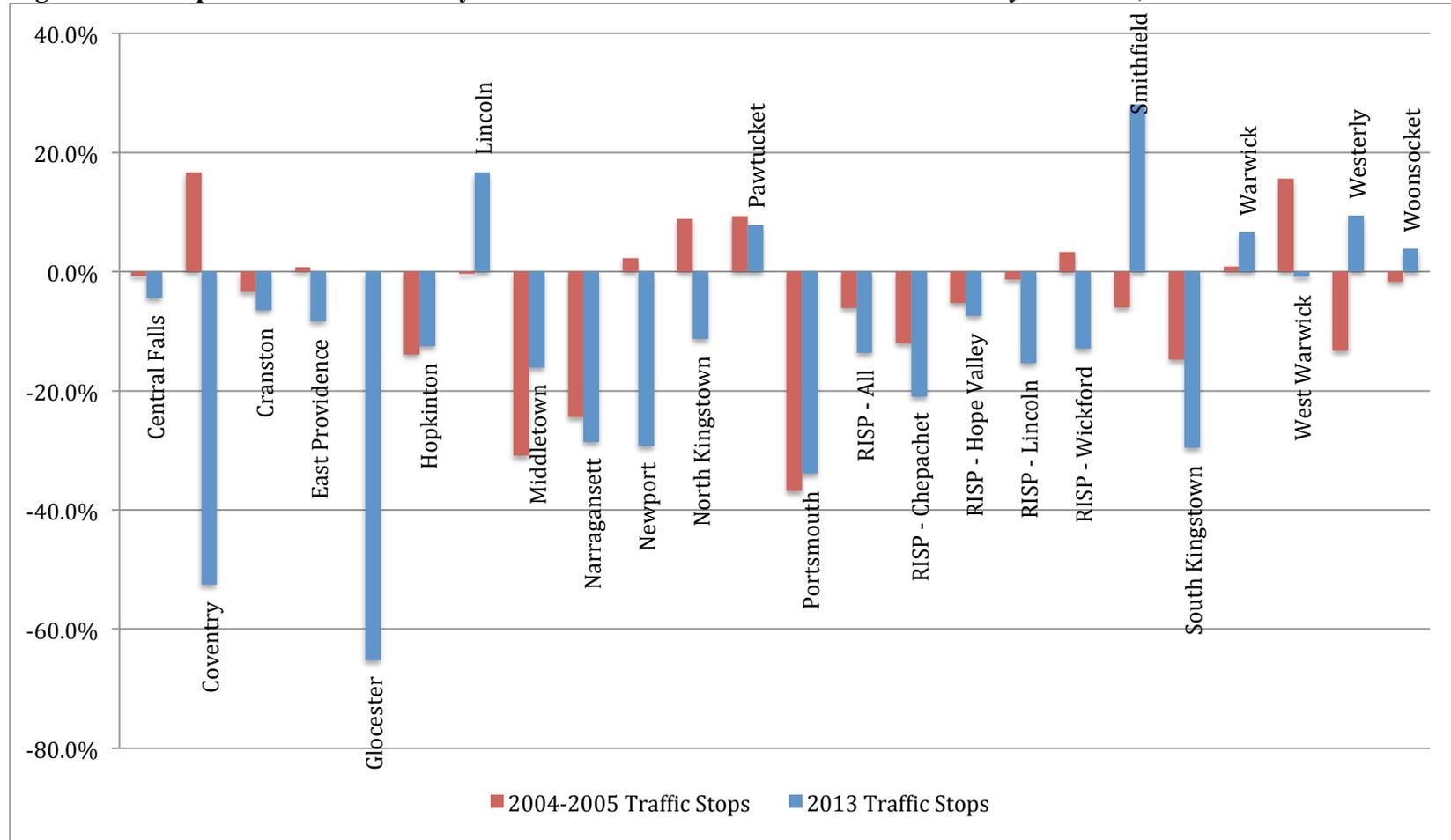


Table 4.14 Comparison of Productivity for White and Non-White *Extra Discretionary* Searches, 2004-2005 and 2013 Study

Agency	2004-2005 Traffic Stops				2013 Traffic Stops				2004-2005 Study Absolute Disparity	2013 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		
Statewide	4035	36.9%	2078	29.1%	1220	60.7%	632	54.9%	-7.8%	-5.8%
Central Falls	42	28.6%	68	27.9%	13	30.8%	19	26.3%	-0.7%	-4.5%
Coventry	63	33.3%	4	50.0%	40	52.5%	0	0.0%	16.7%	-
Cranston	202	24.8%	112	21.4%	58	58.6%	69	52.2%	-3.4%	-6.4%
East Providence	363	61.4%	156	62.2%	72	66.7%	36	58.3%	0.8%	-8.3%
Glocester	45	57.8%	0	0.0%	23	65.2%	3	0.0%	0.0%	-
Hopkinton	36	36.1%	9	22.2%	32	62.5%	10	50.0%	-13.9%	-12.5%
Lincoln	31	22.6%	9	22.2%	51	33.3%	4	50.0%	-0.4%	16.7%
Middletown	42	47.6%	6	16.7%	45	57.8%	12	41.7%	-30.9%	-16.1%
Narragansett	83	53.0%	7	28.6%	35	28.6%	4	0.0%	-24.4%	-
Newport	98	21.4%	38	23.7%	21	52.4%	13	23.1%	2.3%	-29.3%
North Kingstown	86	24.4%	15	33.3%	31	61.3%	4	50.0%	8.9%	-11.3%
Pawtucket	39	28.2%	32	37.5%	24	54.2%	50	62.0%	9.3%	7.8%
Portsmouth	57	36.8%	6	0.0%	23	73.9%	10	40.0%	-36.8%	-33.9%
RISP – All	652	31.7%	348	25.6%	278	74.5%	263	60.8%	-6.1%	-13.6%
RISP - Chepachet	51	31.4%	31	19.4%	17	64.7%	16	43.8%	-12.0%	-21.0%
RISP - Hope Valley	183	35.5%	116	30.2%	101	75.2%	84	67.9%	-5.3%	-7.4%
RISP - Lincoln	105	26.7%	63	25.4%	110	72.7%	129	57.4%	-1.3%	-15.4%
RISP - Wickford	129	18.6%	105	21.9%	49	79.6%	30	66.7%	3.3%	-12.9%
Smithfield	58	31.0%	8	25.0%	31	41.9%	10	70.0%	-6.0%	28.1%
South Kingstown	76	53.9%	23	39.1%	49	79.6%	20	50.0%	-14.8%	-29.6%
Warwick	336	30.4%	67	31.3%	85	60.0%	21	66.7%	0.9%	6.7%
West Warwick	96	20.8%	22	36.4%	31	64.5%	11	63.6%	15.6%	-0.9%
Westerly	58	46.6%	6	33.3%	98	63.3%	11	72.7%	-13.3%	9.5%
Woonsocket	183	28.4%	101	26.7%	26	46.2%	30	50.0%	-1.7%	3.8%

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, RISP – Headquarters, Richmond, Scituate, Tiverton, URI, Warren, and West Greenwich. Data on searches from Providence were not available at the time of analysis. Agencies with less than 0.1% of contraband found for non-white searches were excluded in the final calculation due to the small proportion.

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



Section V

Conclusions and Recommendations

This report provides an extensive analysis of the traffic enforcement practices of Rhode Island communities. The report presents law enforcement practices and 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

This report presents the findings from an analysis of 153,891 traffic stops conducted by law enforcement agencies in Rhode Island between January 1, 2013 and September 30, 2013.

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 77% of the Drivers stopped were white.
- The most common reason motorists were stopped in Rhode Island over this period was for speeding (38%) with equipment violations being the second most common reason for the stop (18%).
- Most of the drivers stopped in Rhode Island received a citation (57%) and a little more than one-third (35%) 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 only about one-third of those searches (36%) did police find contraband.

RACIAL AND ETHNIC DISPARITIES

- In 30 Rhode Island communities more non-white drivers were stopped than would have been expected given the Driving Population Estimate. In seven communities the disparity was greater than 10 % and 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 17 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 23 communities stopped more non-white residents than would have been expected given the census population. In four communities the disparity is greater than 10% and merit further consideration.
- When we consider post stop activity, in all but nine Rhode Island communities, white drivers who are stopped are more likely to receive a citation than non-white drivers. In only three 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 three communities, non-

white drivers are more likely to be searched than white drivers but in most communities these differences are very small.

- In all categories of searched, the racial and ethnic disparities are lower than in the prior 2004-2005 study. This may be an important indicator of progress by Rhode Island Law enforcement agencies.
- In these most discretionary searches white are slightly more likely to be found with contraband than non-whites. Here again the disparity has decreased from the prior study.
- In another promising finding no community is found to have consistently high racial and ethnic disparities across all our analyses. Areas indicating the need for further review exist in most communities but this analysis did not find a group of communities that stand out as a hot spot of racial profiling.

RECOMMENDATIONS

This report marks a beginning not an end of dealing with concerns about biased policing in Rhode Island. The data presented in this report presents an analysis for each community in Rhode Island and the Rhode Island State Police about their traffic stop practices and any disparities by race or ethnicity in those practices. This is data that the various law enforcement agencies have not seen in nearly a decade. We recommend that:

- 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 with the officers in their agency so they can see what that data they have been providing is indicating about their enforcement activity. The second group is the community; law enforcement should seek out avenues to use this data to initiate a conversation with the community about biased policing.
- The conversations with the community can be intimidating 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.
- Agencies should continue systematic data collection on traffic stops to monitor patterns and disparities in traffic stops. Future data collection can improve their understanding of how policies and practices within the agency influence outcomes of traffic stops.

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.¹⁷ 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 box below. 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.¹⁸

¹⁷ J.D. Carroll (1955). *Spatial Interactions and the Urban-Metropolitan Description*, *Traffic Quarterly*, April, 149-161.

¹⁸ See Fridell, *supra* note 3.

THE RHODE ISLAND DRIVING POPULATION ESTIMATE (DPE) UNDERSTANDING “PUSH” AND “DRAW”

Push

The first step in creating the DPE is estimating the degree to which surrounding cities contribute to the driving population of the target city. To create the pool of contributing cities for each target city in Rhode Island we began with the assumption that the driving population of a jurisdiction is primarily influenced by communities that fall within a 30-minute drive time perimeter.¹⁹ Once we calculated the total population and demographic breakdown of each potential contributing city we determined how many people were eligible to be “pushed” from the cities.

The factors that we used to measure “push” were 1) The percentage of people within the community who own cars, making them eligible to drive out of the city; 2) The percentage of people who drive more than 10 miles to commute to work based on the 2010 *Journey To Work* data provided by the 2010 United States Census Data; and 3) The travel time (in minutes) between the contributing city and the target city. These three factors were used in the following formula to determine how many people were “pushed” out of each contributing community toward our target city:

Draw

The second step in calculating the DPE was determining the level at which each city in Rhode Island draws in drivers from surrounding communities. People travel to or pass through cities to shop, to go out to dinner or see entertainment, to go to work, or to take care of other business. While there are certainly reasons to travel to or through every city in Rhode Island certain cities exhibit relatively high degrees of draw compared to others. There can be innumerable factors that influence travel, but there are certain major economic and social indicators that can be measured using the same standard for every city. To determine the degree to which each city in Rhode Island “draws” in drivers from surrounding communities we created a measure of the relative economic and social attraction of each city. Four indicators were used to construct measures of draw in each target city: 1) percent of State employment, 2) percent of State retail trade, 3) percent of State food and accommodation sales, and 4) percent of State average daily road volume. The average of these four measures was taken for each city to create a final ranking of the relative draw power for each city.

Based on these estimates each city was given a draw ranking between 1 and 4. Cities that fell into the first category were high draw cities, meaning that the driving population was heavily influenced by transient populations from the contributing cities. Cities that fell into the fourth category were low draw cities where the residential population made up the majority of drivers in that community. The following four ratios were designed to measure the relative influence of residential versus contributing population.

Table 3.1: Draw Ratios

Draw Type	Ratio Calculation	% Contributing	Example Cities
High	60%	40%	Providence, Warwick
Moderate High	70%	30%	Pawtucket, Newport
Moderate Low	80%	20%	Westerly, Johnston
Low	90%	10%	Glocester, Foster

¹⁹ Anderson, James E., (1979). *A Theoretical Foundation for the Gravity Equation*, *American Economic Review*, 69:106-116; Mikkonen-K.; Luoma-M. (1999) *The Parameters of the Gravity Model are Changing - How and Why?* *Journal of Transport Geography*, 7(4): 277-283.

APPENDIX B:

ADDITIONAL GUIDELINES FOR STATEWIDE TRAFFIC STOP DATA (RACE DATA) COLLECTION UPDATE: 03/06/2013

- Each department should manually transmit their race records to the RIDOT server at a minimum of every two weeks.
- Pedestrian stops conducted by officers on foot do not warrant a race record.
- Responding to a crash is considered a “motorist assist”. A motorist assist does not warrant a race record *unless* it leads to a secondary action (e.g. citation, warning, arrest, search).
- The “Prior Record” option in the data collection module refers to “criminal” record.
- The “Resident” field is based on whether the driver is a permanent resident of the municipality where the stop is taking place.
- Officers will not select “Special Detail/Directed Patrol” *unless* the stop is conducted during a Neighborhood Response Team (NRT) effort. NRT-related stops are the only stops that will use the special detail option for “Basis for Stop”.

Unless the stop is NRT-related, please choose a Basis for Stop from the drop down menu. These include:

- | | |
|------------------------------------|-----------------------------|
| - Speeding | - Call for Service* |
| - Seat Belt | - APB |
| - Other Traffic Violation | - Suspicious Person |
| - Equipment/Inspection Violation | - Motorist Assist/Courtesy* |
| - Violation of City/Town Ordinance | |

*Race records are only created during circumstances when a secondary action (e.g. citation, warning, arrest, search) is taken.

Examples: If an officer working an overtime Click It Or Ticket detail stops a driver for a seat belt violation, the basis for stop will be “Seat Belt”. If an officer working an NRT patrol stops a driver for an equipment violation, the basis for stop will be “Special Detail/Directed Patrol”.

It is requested that all departments fully implement these guidelines no later than March 15, 2013.

Thank you very much for your ongoing participation.

Additional Clarification:

Previously, an officer may have selected “Special Detail” when working on a specially directed overtime (e.g. Click It Or Ticket, Driver Sober or Get Pulled Over, Obey the Sign or Pay the Fine). Moving forward, “Special Detail” should only be selected during an NRT patrol.

The NRT detail is a collaborative effort between the Rhode Island State Police and the Providence and Central Falls Police Departments with the goal of reducing crime, specifically crimes of violence involving firearms and crimes involving the consumption of alcohol. Troopers are paired with local officers in State Police cruisers and patrol high crime areas of their cities.

