



IDOT TRAFFIC STOP DATA TASK FORCE

CITY OF URBANA
HUMAN RELATIONS OFFICE
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Urbana, IL 61801

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MAYOR

PRESENTATION COVER PAGE

**THE ATTACHED IS THE PRESENTATION GIVEN TO CITY COUNCIL
BY TASK FORCE CHAIR PETER RESNICK ON 12/07/2015
REGARDING THE FINAL REPORT OF THE
URBANA IDOT TRAFFIC STOP DATA TASK FORCE**

Presentation Submitted by:	Peter Resnick, Chair
Date Received:	12/07/2015

TASK FORCE INFORMATION:

The I.D.O.T. Traffic Stop Data Task Force was established by Urbana City Council Resolution NO. 2014-01-002.

The Task Force is charged with identifying and studying any racial disparities that may exist in local traffic stop data supplied annually to the City by the Illinois Department of Transportation (I.D.O.T.), and attempting to find the source and cause of any disparity. The Task Force is directed to examine multiple aspects of the traffic stop data, including race, driver age, residence, stop time, stop location, the reason for the stop, vehicle age, and any other information the Task Force finds to be useful. The Task Force will also look beyond traffic stop data to consider census and unemployment data, high school graduation rates, and incarceration statistics from the September 2013 study of the Champaign County justice system.

FOR ADDITIONAL INFORMATION ABOUT THE TASK FORCE:

On the web, visit <http://urbanaininois.us/boards/idot-traffic-stop-data-task-force>; or

Contact the Urbana Human Relations Office by mail to: 400 South Vine Street, Urbana, Illinois 61801-3336; by email to acweck@urbanaininois.us; by telephone to (217) 384-2455; or by fax to: (217) 328-8288.

Final Report of the Urbana IDOT Traffic Stop Data Task Force

Presentation to City Council
Pete Resnick – Task Force Chair
December 7, 2015

REPORT REVIEW

Overview

- We consider this the beginning, not the end
 - Doing this review and making recent changes is a good first step
 - Short-lived task force
 - Needs ongoing review and analysis
 - Need additional public engagement
- This is happening in a larger context
 - National context informs citizens' outlook
 - We should address these issues to prevent the kinds of tragic encounters seen elsewhere

Literature Review

- Broad overview of research in the field
- Looked at studies in different communities
- Review of legal issues
- Examined economic and criminal justice issues

Statistical Analysis

- African-American drivers stopped disproportionately
 - No similar disparity in Hispanic and Asian drivers
 - Much of it accounted for by patterns of policing
 - Study of geocodes – “Hot-spot” policing
 - Much less disparity when looking at STEP program
 - Some of it may be bias (“Veil of darkness” study)
- African-American and Hispanic drivers have disproportionate outcomes
 - More likely to receive citation than warnings
 - Though not for moving violations
 - Higher fines
 - Due to kinds of citations
 - More likely to be searched

Community Impact

- Looked at impacts from several angles
 - Interviews of community members
 - Research literature
 - Looked at data
- Financial impacts
 - Stopped more often, higher likelihood of fines
 - Higher fines
 - Compounding effect of financial hardships
- Social/psychological/Physical impacts
 - Being stopped repeatedly increases anxiety
 - African-Americans experience fear for physical safety
 - Together, these increase risk of dangerous outcomes
- *Negative impacts exist independent of whether disparities are justified*

Police Procedures & Public Engagement

- Department is already making efforts
 - Collecting more data
 - Training on proper use of traffic stops
 - “Implicit Bias” training
 - Engaging with public (“Cop’s Corner”, ride-alongs)
- More can be done
 - Look at “hot-spot” policing and investigatory stops
 - Collect data for efficacy
 - Work with community for awareness
 - Collect *and analyze* more data regularly

Police Procedures & Public Engagement (continued)

- Review ticketing practices and fines
 - They shouldn't have disproportionate outcomes
- Programs to help lower-income drivers with insurance
- Cannabis policy
- Community engagement programs
 - Preventative programs for citizens
 - “Walk as One” program
 - Meetings between police and community members

“FREQUENTLY MISUNDERSTOOD IDEAS”

The “report offers only speculation on the cause”

- Analysis is not “speculation”, even if we can’t make an absolute pronouncement
- We do conclude that patterns of policing are linked to the disparity
- We do conclude that demographic differences are unlikely to explain the disparity
- We do see some evidence of racial profiling in the disparity.

“The task force suggests that numerical disparity is the problem and that the city work to eliminate it, no matter what its cause.”

“More men than women are stopped by police.”

“More young people than middle-aged or elderly people are stopped by police.”

“Discrimination?”

“...eliminate it, no matter what its cause.”

- Neither what we said, nor what we meant
- We concluded that the racial disparity:
 - is not strongly linked to worse driving
 - is not strongly linked to older cars, age, or gender
 - is linked to neighborhood you happen to live in
- Also saw some evidence of racial profiling
- Reduce the numerical disparity where it has nothing to do with traffic safety
- Community engagement to minimize disparate impacts

“...ticketed at nearly the same rates’ ...
is calling for quotas”

- Warnings vs. tickets should be proportional
- Again, shouldn't get a ticket because of where you happen to live, not because you behaved differently
- If ticketing rates are different, it should be a signal to figure out what's going on

Cannabis

- “why exempt car-related?”
 - People are stopped because of where they happen to live
 - It compounds the financial disparity problem
- “And why only marijuana? Why not alcohol?”
 - It’s not a violation to possess alcohol
 - Still enforce DUI
 - Still enforce dealing

Final Report of the Urbana IDOT Traffic Stop Data Task Force

Q&A