



IDOT TRAFFIC STOP DATA TASK FORCE

**CITY OF URBANA
HUMAN RELATIONS OFFICE
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PUBLIC COMMENT COVER PAGE

**THE ATTACHED IS PUBLIC COMMENT ON THE
“PRELIMINARY REPORT” PUBLISHED ON 07/06/2015
BY THE URBANA IDOT TRAFFIC STOP DATA TASK FORCE**

Comments Submitted by:	Durl Kruse
Date Received:	July 14, 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.

From: Durl Kruse <jandurl@comcast.net>
Subject: Traffic Stop Searches
Date: July 13, 2015 at 3:41:24 PM CDT
To: Pete Resnick <resnick@episteme-software.com>, Eric Jakobsson <councileric@gmail.com>, ptesta2@illinois.edu, Patricia Avery <patricicavery@gmail.com>, nicole.andersoncobb@gmail.com, "Charles, Andrew" <charleaj@urbanaininois.us>
Cc: "Rent, Todd" <terent@urbanaininois.us>

Hello,
I apologize for inundating you with emails the last two days.

As I was reading the 2014 State IDOT Report this weekend, I just encountered something new that has never been in previous annual reports. This year on page12 (copied below) Dr. Weiss included a reference to a recent study done by Professor Glaser regarding 2014 State Consent Searches and Hit Rates. I highlight Professor Glaser's summation in red. He concludes that this data pattern provides compelling evidence of racial profiling. The yellow bars, the outcomes of the searches, he asserts is the key to understanding what is occurring during traffic stop searches.

Having read this, I was curious what Urbana's IDOT Consent Search data as well as the traffic stop search data Paul Testa compiled would look like in this type of data format. They are attached below the state report.

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FROM 2014 IDOT STATE REPORT PAGE 12

In Figure 12, we illustrate the relationship between driver race for the three largest categories and whether contraband was found. For example, white drivers were involved in 50% of all stops in which a consent search was performed, but 63% of the time contraband was found during a stop it was in a vehicle driven by a white driver. By contrast, Hispanic drivers were involved in 19% of consent searches but in only 14% of the cases in which contraband was found.

Figure 12 Searches and Hit Rates

A recent study by a professor of public policy at the University of California, Berkeley sheds some light on the use of consent search data.⁹ He argues that, “Disparities in consent searches do not represent incontrovertible evidence of profiling. Some officers may request consent even in the presence of probable cause, just to ensure the admissibility of evidence resulting from the search. This could explain some of the disparity, but not all.” Professor Glaser, in examining data from the Illinois Traffic Stop Study, argues that, “...it is the outcome of those consent searches that offers the most compelling evidence of racial profiling.” He suggests that the disproportional hit rates, “strongly indicate that in order for Whites in Illinois to be consent searched, they need to meet a higher threshold of suspicion.”

⁹ Glaser, Jack. (2015) *Suspect Race: Causes and Consequences of Racial Profiling*. New York: Oxford University Press.

As you can see Urbana’s consent search and hit rates for WH and AA drivers almost align identically to the state report pattern for WH and AA drivers. In fact the disparity is even greater with AA drivers composing 49% of all consent searches in Urbana with only 27% of those searches resulting in a hit.

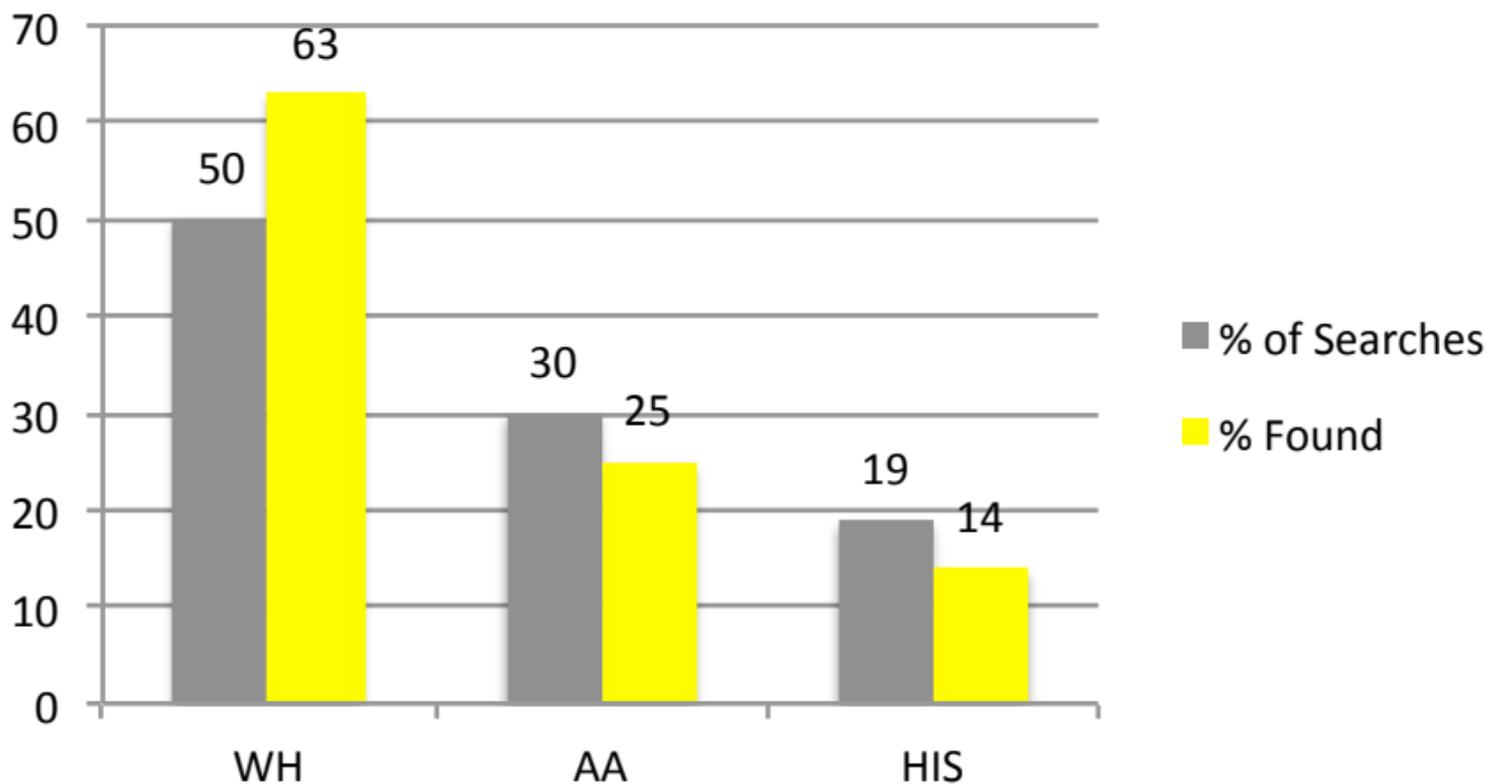
Next I took traffic stop search data from charts 32 and 40 from Paul Testa’s analysis and placed them in the same format. Again there is a similar pattern, but also a significant difference. In this chart AA drivers make up 54% of all traffic stop searches in Urbana when they are only 16% of the driving public. Also the hit rate percentage is lower than the stop rate percentage for AA drivers which is just the opposite for WH drivers which reflects the pattern and concern highlighted by Professor Glaser.

The Task Force attempted to determine if racial profiling was occurring during Urbana traffic stops by using the “Veil of Darkness” analysis. The results were inconclusive, maybe, but maybe not in certain years and times of day. If Professor Glaser’s assessment is valid, and there is no reason to believe it is not, the search data may serve as another or even better numerical tool to determining if racial profiling is occurring locally or not.

In any case, I believe the Task Force has a responsibility to also include this data and reference in its statistical analysis summary section of the main report. I understand why Paul would not have arrived at this conclusion. A statistician and public policy expert are two totally different fields. I don’t think you can ignore Professor Glaser’s professional opinion in your report.

Thank you,
Durl

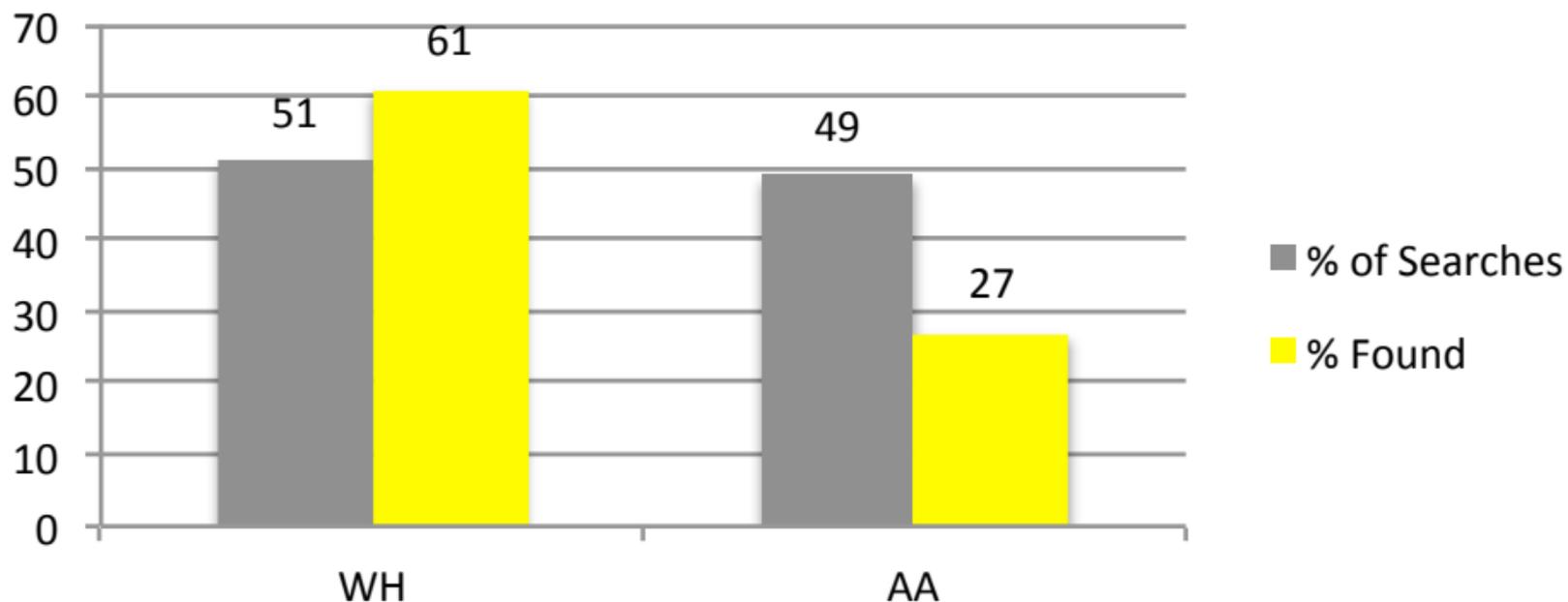
Searches and Hit Rates



UPD IDOT Consent Search & Hit Rates

2007 - 2014

(161 Searches Performed)



Urbana Task Force Search Data

Tables 32 & 40

(2711 Searches Performed)

