



MEMORANDUM

*Austin Police Department
Office of the Chief of Police*

TO: Mayor and Council
FROM: ART ACEVEDO, Chief of Police
DATE: November 15, 2011
SUBJECT: 2010 Racial Profiling Report Supplement - Geographic Analysis
CC: Marc A. Ott, City Manager
Michael McDonald, Assistant City Manager

Attached is a supplement to the department's 2010 Racial Profiling Report that was issued in March. Each year, in compliance with state requirements, APD issues standardized racial profiling reports to the Texas Commission on Law Enforcement Officer Standards and Education (TCLEOSE). In addition, the department periodically conducts a "supplemental" analysis of the racial profiling data that expands the original report to present information about the geographic distribution of traffic stops and searches. Specifically, this supplement shows the density of traffic stops, searches, consent searches, and crime by Police Reporting Area (PRA).

Please feel free to contact me at (512) 974-5030 if you have any questions or require further information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Art Acevedo", written over a light blue circular stamp.

ART ACEVEDO
Chief of Police
Austin Police Department



Keeping you, your family and our community safe.

Racial Profiling Data 2010: Geographic Analysis

Overview

As part of the department's annual reporting of racial profiling, we analyze motor vehicle stops made during the year by APD officers. Among other data, we provide the number of:

- vehicle stops made
- searches conducted (after the stop)
- consent searches conducted (after the stop)

For each of these actions, we report on the race/ethnicity of the involved drivers.

While the statistics are useful in identifying trends over time, the data are reported without the context of geography. This supplemental report offers insight into the factor of location as it relates to traffic stops and searches.¹

Traffic stops

A traffic stop occurs when an officer detains the driver of a vehicle for an alleged violation of a law or ordinance. During 2010, APD officers made 209,065 traffic stops. Although these stops occurred throughout the city, they were distributed most heavily along the IH-35 corridor that runs north-south through the center of the city, as well directly east of that line. These areas are labeled on Map A. They represent the heaviest concentration of traffic stops made:

- Airport Rd/IH-35
- Bergstrom
- Research/Lamar
- Riverside Dr
- Rundberg Ln
- St John's

The table below provides the counts for traffic stops (as well as for searches and consent searches) for the areas of highest concentration.

Area	Traffic stops	Traffic stop searches	Traffic stop consent searches
Airport/IH-35	3,123	10	0
Bergstrom	8,675	171	1
Research/Lamar	2,060	31	1
Riverside	6,724	945	42
Rundberg	11,398	765	32
St John's	4,377	236	22
Total	36,357	2,158	98

¹ The sample size for the data used in this analysis differs from the original report. Duplicate cases were found and subsequently changes were made to improve the accuracy related to pulling data from multiple sources. For more information contact the APD Planning Unit at 974-5702.

Traffic stop searches

A search occurs when an officer has stopped a vehicle (see above) and then, based on a probable cause, reasonable suspicion, or driver consent, conducts a search. During 2010, APD conducted 11,931 traffic stop searches. The highest concentration of searches was along Riverside Dr. and near the intersection of Rundberg and IH-35 (See Map B).

Traffic stop consent searches

A consent search is a subcategory of searches that is important because the officer has discretion regarding whether or not he asks for consent. During 2010, officers performed 588 traffic stop consent searches. These were also concentrated in the areas around Riverside and Rundberg, similar to the concentration of all searches (see Map C).

Relationship between traffic stops/searches and crime

Traffic stops are initiated for a variety of reasons. Among them are hazardous violations (e.g., speeding), non-hazardous violations (e.g., expired registration), suspected DWI and traffic warrants. Because officers work in high-crime areas, there is generally a relationship between crime and traffic stops.

During 2010, 72,910 offenses were reported citywide, including these violent and property crimes:

- Homicide
- Robbery
- Burglary
- Kidnapping
- Burglary of vehicle
- Auto theft
- Weapons offenses
- Sex crimes
- Assault
- Narcotics offenses
- Prostitution
- Vandalism
- Drunkenness
- Theft of coin operated machines
- Purse snatching

The above offenses were concentrated in the following areas (see Map D):

- Oltorf
- Riverside Dr
- Rundberg Ln
- Sixth St
- St John's
- Triangle/Lamar

When comparing Map D to Maps A, B, and C, it suggests an association between concentrated areas of crime and high stop or search activity. In particular, the concentration is greatest in these three areas: Riverside, Rundberg, and St John's.

The table below shows the numbers and percentages of crimes, stops, and searches in all nine areas referenced on the maps. Within these nine areas, the top two with respect to crime are Riverside and Rundberg. Together, these two areas represent 74% of the crime, 50% of the stops, and 79% of the searches.

Area	Crime		Traffic stops		Traffic stop searches	
	%	count	%	count	%	count
Rundberg	39%	3,148	31%	11,398	35%	765
Riverside	35%	2,825	18%	6,724	44%	945
St John's	15%	1,213	12%	4,377	11%	236
Bergstrom	6%	516	24%	8,675	8%	171
Research/Lamar	4%	321	6%	2,060	1%	31
Airport/H-35	1%	72	9%	3,123	0%	10
Total	100%	8,095	100%	36,357	100%	2,158

Areas with higher crime activity have different resident characteristics (race/ethnicity) than those seen citywide. Citywide, Blacks and Hispanics represent 43% of the city's population (Blacks = 8%, Hispanics = 35%).

	Resident Demographics				
	Total	White	Black	Hispanic	Other
Citywide population	780,255	379,463	59,693	274,844	66,255
Total %	100%	49%	8%	35%	8%
			43%		

But for areas with the heaviest concentration of crime, Blacks and Hispanics represent 79% of the population (Blacks = 9%, Hispanics = 69%).

Area	Resident Demographics				
	Total	White	Black	Hispanic	Other
Rundberg	20,589	2,817	2,199	14,687	886
Riverside	12,012	2,597	837	7,944	634
Total count	32,601	5,414	3,036	22,631	1,520
Total %	100%	17%	9%	69%	5%
			79%		

In these same areas, Blacks and Hispanics represent 50% of the motorists stopped (Blacks = 16%, Hispanics = 34%)

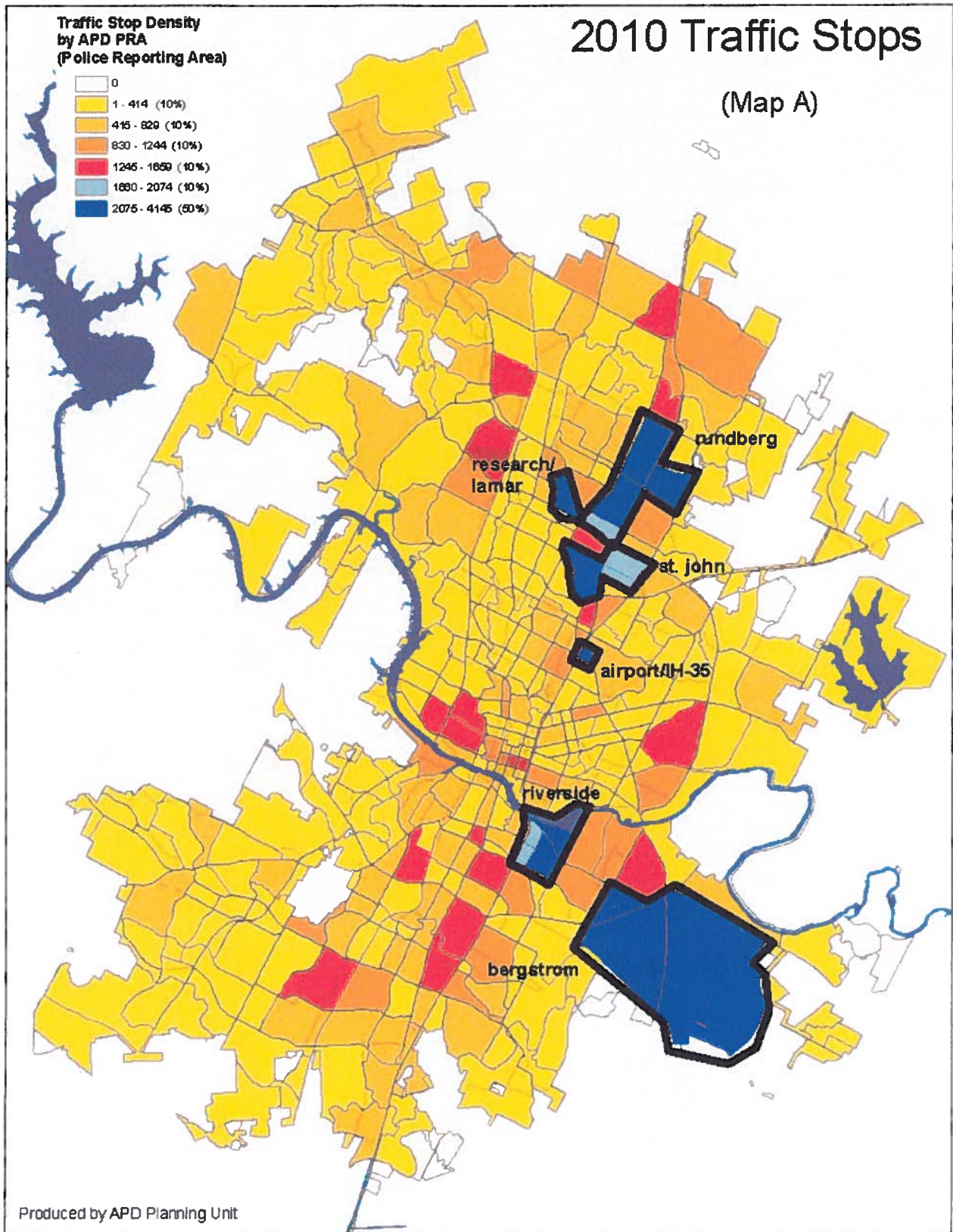
Area	Motorist Stop Demographics				
	Total	White	Black	Hispanic	Other
Rundberg	11,398	5,656	1,825	3,512	405
Riverside	6,724	2,836	1,010	2,707	171
Total count	18,122	8,492	2,835	6,219	576
Total %	100%	47%	16%	34%	3%
			50%		

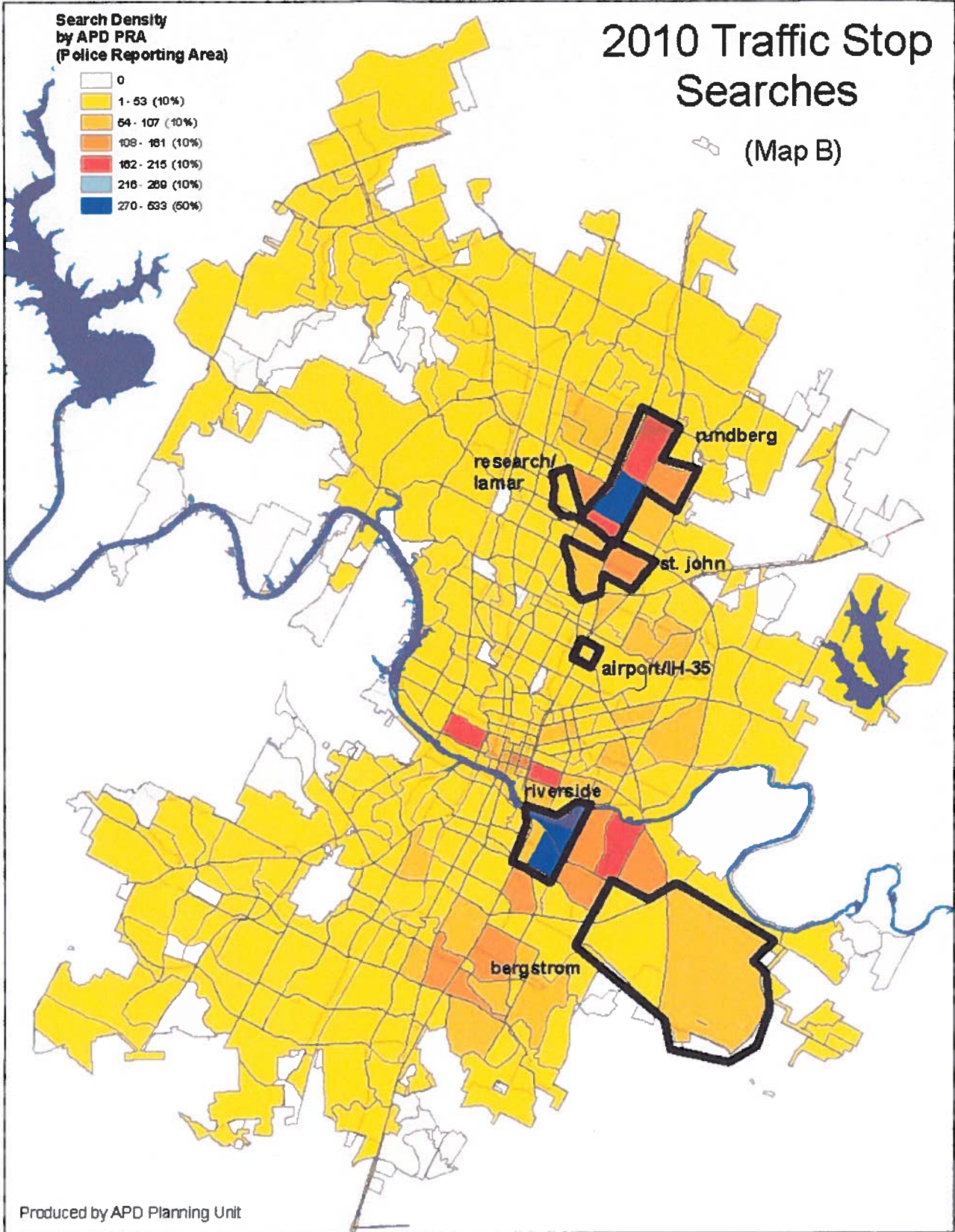
Conclusion

It appears that the disparity between the race/ethnicity of those involved in stops and searches compared to the race/ethnicity of Austin's general population is due to the concentration of stops and searches in high-crime areas.

We would expect that the race and ethnic background of motorists involved in traffic stops would reflect those of the area in which they are stopped. For the high-stop, high-crime areas (Rundberg and Riverside), Blacks and Hispanics comprise 79% of the residential population. In contrast, Blacks and Hispanics represent only 50% of those motorists stopped in these high-stop, high-crime areas. This is a more relevant comparison than the broader comparison of citywide demographics to traffic stop demographics.

Another factor influencing the demographics of motorists involved in traffic stops and searches is the race and ethnicity of visitors and those driving through the area. The Austin Police Department does not currently gather information to identify these two groups compared to others involved in traffic stops, so we can not determine the extent of that influence.

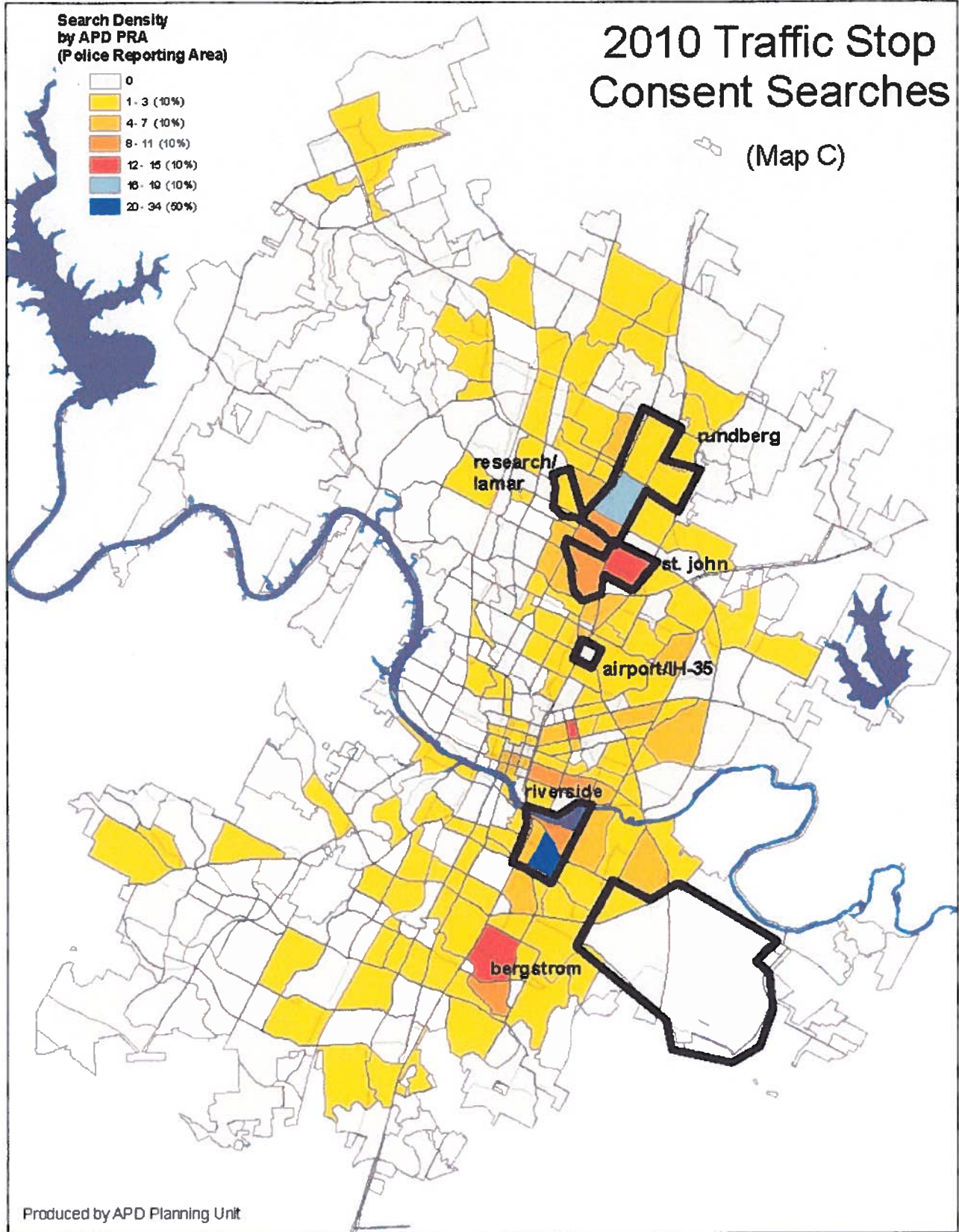
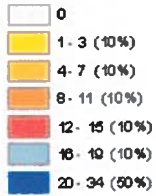




2010 Traffic Stop Consent Searches

(Map C)

Search Density
by APD PRA
(Police Reporting Area)



Produced by APD Planning Unit

