# 2016 TRAFFIC STOPS IN NEBRASKA

## A REPORT TO THE GOVERNOR AND THE LEGISLATURE ON DATA SUBMITTED BY LAW ENFORCEMENT

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# EXECUTIVE SUMMARY

There were 496,887 traffic stops reported to the Nebraska Commission on Law Enforcement and Criminal Justice (NCC) for 2016 from 198 law enforcement agencies. Of the total traffic stops reported, over 66.6%, or two-thirds, were by the Nebraska State Patrol (NSP) or agencies in Douglas, Lancaster and Sarpy Counties. Overall, 39.2% of the stops made statewide were by NSP. Omaha Police Department (OPD) made 9.5% and Lincoln Police Department (LPD) made 9.5% of the statewide traffic stops.

While both population and stops were concentrated in the largest counties, the largest metropolitan agencies accounted for the most stops. The OPD, LPD and the NSP accounted for 58.1% of stops. Census figures are used to examine details of the communities in question. The general or census population only provides one aspect of the potential group that would be stopped by law enforcement, particularly in areas with a lot of commuters or Interstate traffic. Nonetheless, the local population provides one view of the area and is often used for these comparisons.

For 2016 the NCC received a total of three reports from two agencies of the public making allegations of racial profiling. All the agencies involved conducted internal investigations. In the three instances the officer was exonerated or the allegations were deemed unsubstantiated.

The data reported does not necessarily provide data to determine motivation or cause for any apparent disproportionality. However, even though this level of data does not allow definite conclusions in those areas, it does serve as a basis for constructive discussions between police and citizens regarding ways to reduce racial bias and/or perceptions of racial bias.

Interested parties want to know if the data can determine whether the driver's race and/or ethnicity had an impact on the decision by law enforcement to make the stop. Unfortunately, it is not an easy question to answer.

The Traffic Stop Data section of this report includes several basic comparisons of data that are commonly used or asked about. It also includes an overview of stop processing.

The tables are broken down by the race of the driver, as observed and reported by the officer.

The earliest versions of this report included traffic stop activity reported by the NSP's Carrier Enforcement Division. The NSP Carrier Enforcement Division involves stops at Weigh Stations, commercial stops (for documentation or weighing) and similar activity.

Detailed numbers by agency, as well as county-wide statistics, are available at https://ncc.nebraska.gov/traffic-stops-nebraska.

# INTRODUCTION

The Information Services Division of the NCC is responsible for reporting annually to the Legislature and the Governor on the issues related to traffic stops made by law enforcement agencies. We are charged with collecting both traffic stop summary data, along with allegations of racial profiling -- and analyze trends, and racial disparity throughout the traffic stop process.

This purpose of this report is to provide Nebraska's history on the topic, examine important factors of the data collection process, and to evaluate trends and disparity throughout the traffic stop interaction.

The criminal justice system is predicated on the notion of equality. The issues of fairness and any perception of unequal treatment are often at the forefront of our society but particularly as they relate to justice. Great attention is drawn to issues and reports of possible inequality in the criminal justice system. These issues can be very difficult to identify as well as verify, and are critical for the public as well as for law enforcement. Traffic stops are one of the most common types of contact for the public. Perceptions derived from these contacts and the need for openness on the reasons for stops are paramount.

Potential profiling relating to traffic stops made by law enforcement have received broad attention in most states and localities. The Nebraska Legislature passed LB593 in 2001 to respond to possible issues relating to the way that traffic stops are made. The act specifically prohibited racial profiling and required law enforcement to implement policies prohibiting discriminatory practices as well as requiring the collection of prescribed data, further details will be examined in the 'history' section of this report.

The Nebraska Law Enforcement Training Center (NLETC) is one component used to address concerns. NLETC educates, trains, and evaluates law enforcement officers; as well as regulate statewide training academies and mandated programs, to ensure all meet state certification requirements as established by the NCC. Issues regarding racial profiling have been incorporated into the basic training all law enforcement officers attend for certification. Since the law took effect in 2001, and even prior to this law, students at the NLETC are taught that all traffic stops must be based on a legal justification and cannot be based solely upon the person’s (or driver's) race or ethnic makeup. Any stop based solely upon the person's race or ethnicity would be unconstitutional. NLETC students compile racial profiling report forms with each simulated traffic stop conducted while in the training academy.

Proactive use of these data can assist in an agency's monitoring and adherence to legislation. They can provide opportunities to reach out to the community as well as examine processes and procedures. We strongly encourage agencies to examine their data and look at what is happening within their jurisdiction.

The NCC recommend the reader fully understand that the data collected is in summary form. Since only summary data is required to be collected and reported, there is no way to track individual instances or produce a detailed analysis. Therefore, disparities outlined in this report cannot prove bias or instances of racial profiling, but can help identify agencies or locations that could possibly benefit from more advanced analysis. A detailed review of officers, locations, populations or other criteria are essential when trying to understand a localized situation. Despite its limitations this data does provide a good snapshot of traffic stops.

# INTRODUCTION (CONTINUED)

The breakdown of types of stops and related data by race has stayed relatively consistent throughout the reported years, with certain variations showing in searches and the dispositions of stops. The statewide breakdown of traffic stops by race parallels the census adult population breakdown as well as the general known licensed driving population. In and of itself this does not mean that there is no racial profiling. It can be said that, on the statewide aggregate, there are not apparent disproportionalities. However, this does not mean that there are not disparities. There are other variances that show up when looking at particular local populations or jurisdictions. Since minority populations vary greatly across Nebraska it significantly affects the contact law enforcement would have with them.

This report presents a summary of data reported to the NCC.

# HISTORY

In 2001, the Nebraska Legislature passed LB593 to respond to possible issues relating to the way that traffic stops are made. The act specifically prohibited racial profiling and required law enforcement agencies to implement policies prohibiting discriminatory practices as well as requiring the collection of prescribed data. Additionally, it required law enforcement agencies to report to the NCC all allegations of racial profiling received and the disposition of such allegations. Below are additional initiatives implemented:

1) Acknowledged the danger and impropriety of any practice that involves disparate treatment based on a person's skin color, apparent nationality or ethnicity.

2) Defined racial profiling as the detaining of an individual or conducting a motor vehicle stop based upon disparate treatment of an individual.

3) Required the collection of certain information relative to traffic stops, in that law enforcement agencies are required to collect, record, maintain and report the information below to the NCC.

A) The number of motor vehicle stops.
B) The race or ethnicity of the people stopped.
C) The nature of an alleged law violations that resulted in the motor vehicle stop.
D) Whether warnings or citations were issued, arrests made, or searches conducted as a result of the stops.

Additionally the bill required all law enforcement agencies to provide to the commission a copy of each allegation of racial profiling received and written notification of the review and disposition of such allegations. The bill prohibited revealing the identity of either the officer or the complainant. Any allegations of racial profiling are handled through standard policies with the law enforcement agency.

To collect the data required in a consistent and cost effective manner the NCC convened a workgroup involving the Nebraska State Patrol (NSP), the Nebraska Sheriffs Association, Police Officers Association of Nebraska, Police Chiefs Association of Nebraska and numerous local agencies including the Lincoln Police Department (PD) and the Omaha PD. This group reviewed possible data reporting formats to try to guarantee the most feasible, cost effective and achievable method of reporting while meeting the mandates of outlined above.

Data collection of this magnitude can be problematic in many ways. Law enforcement agencies have taken various approaches to provide complete and useful data to the NCC. Even for agencies that are automated the task of additional data collection by officers adds a level of complexity and additional workload that is significant. For those law enforcement agencies that are not automated it means an increase in the paperwork for officers. Some law enforcement agencies have attempted to extract the data from their records systems but modifications were typically needed and often some manual work was still required. Since data has to be reported even if no action is taken most automated systems were not equipped to report all of the required data. Even though law enforcement agencies were required to report only limited summary information, doing so increased costs and work.

In 2004, LB1162 amended the definition of a motor vehicle stop to exclude the stop of a motor truck, tractor-trailers or semitrailer at the state weighing stations. This amendment allowed for the exclusion of the NSP's Carrier Enforcement Division. LB1162 also created the Racial Profiling Advisory Committee (RPAC). The RPAC is chaired by the Executive Director of the NCC and includes representatives of the Fraternal Order of Police, the Nebraska County Sheriffs Association, the Police Officers Association of Nebraska, the American Civil Liberties Union, the NSP, the AFL-CIO and the Police Chiefs Association of Nebraska.

# HISTORY (CONTINUED)

In April of 2006, LB 1113 amended the required reporting to be extended until 01/01/2010. Since the amendment was passed several months into the 2006, it must be noted that several law enforcement agencies did not collect the traffic stop data for first quarter of 2006. Additionally, some law enforcement agencies may not have been collecting data for a short period in April.

# RACIAL PROFILING ADVISORY COMMITTEE

The purpose of the RPAC is to advise the Executive Director of the NCC relative to the reporting legislation. Shortly after the passage of LB1162 the RPAC met several times, and currently meets semi-annually.

In addition to the initial meetings, several members participated in a conference conducted by the Police Executive Research Forum in conjunction with the US Department of Justice. This conference brought together national researchers as well as state, local and federal practitioners and experts to discuss the collection and analysis of stop data. The RPAC spent considerable time and effort discussing Nebraska's approach to this effort as well as the findings included in the conference and related publications.

The RPAC was contacted in 2006 to review and offer suggestions to discussion points and earlier reports. The following bullet points were identified as being relevant to Nebraska as we as a state and as local entities try and address this issue.

1) Racial profiling is a serious allegation and issue that must be dealt with at an agency and individual level. Professional law enforcement is concerned about the issue and interaction with the public. Individuals may racially profile (as opposed to an agency) and they need to be dealt with in a professional matter that meets agency policy and responsibility as well as public expectations and rights.

2) The collection of mandated summary data does not allow for the detailed analysis necessary to establish bias. The aggregate analysis and observations included in the report point to areas that would necessitate closer examination at the agency level. That detailed examination is outside the scope of the NCC's mandate and resources.

3) For a complete analysis within Nebraska there would need to be a much more detailed mandated data collection as well as resources provided for analysis. Detailed stop level data, as opposed to summary data, is the baseline for examining traffic stops. This detailed data collection has a significant cost as well as operational impact on law enforcement agencies. There would also be a substantial impact on the NCC to collect, store and analyze more detailed data.

4) Detailed analysis at the agency level is best to determine bias. The onus and responsibility for this type of analysis should rest with the law enforcement agency. A law enforcement agency and community must cooperate in the examination of data and potential bias.

5) A law enforcement agency examination of disparity to determine potential bias or racial profiling should include factors such as local demographics, agency policy and individual officer behavior.

6) There is no absolute guideline that defines profiling or bias and, in particular, it is not merely a statistical or numerical observation. There are many factors that must be included.

The RPAC met again in early 2007 and reviewed reporting and the data that is collected. It reviewed the volume of reporting, analyses and potential for increasing the automated collection of this data. The following recommendations were made.

1) The type and detail of reporting should stay consistent with what has been in place since the passage of the legislation. This will allow for a consistent data set over time and will be easier for law enforcement agencies to maintain.

# RACIAL PROFILING ADVISORY COMMITTEE (CONTINUED)

2) There should be an effort to retrain law enforcement agencies on the reporting requirement to attempt to increase reporting. This may be useful in law enforcement agencies that have a significant turnover or have made changes in their procedures or automation.

3) Reporting requirements should be incorporated into the NLETC curriculum, as appropriate for newly elected Sheriffs, Basic students and for those officers attending mandated supervisory and management courses.

The RPAC discussion topics from 2008 and 2009 mirrored much of the earlier discussions as well as suggestions on data and how it is presented.

1) There are many populations that are or can be used in the discussion of enforcement and its proportionality. These include not just general census types of numbers but also things such as high risk populations, licensed drivers and criminal justice populations (jail admissions, warrants, arrestees).

2) Populations need to be compared locally. Law enforcement agency activity is best looked at in the context of the local or subpopulation demographics.

3) Standard comparisons can assist law enforcement agencies as well as the public and decision makers in looking at traffic stop data.

4) Training and clarification of meaning for data collection should continue to be done with law enforcement agencies to target the best data available.

In 2010 and 2011 the RPAC continued discussions on the presentation of the data and how to assist law enforcement agencies and the public to understand the context and data collected. Discussion topics included:

1) Looking at local populations can help agencies understand the potential basis for drivers who may be stopped.

2) Comparisons to other criminal justice related populations can provide context for those involved with law enforcement.

3) Law enforcement agencies and their administrators can often provide information on activities or factors which have affected enforcement, including traffic stops.

In 2012 the RPAC continued to examine reporting by law enforcement agencies. This included how to best engage law enforcement agencies as well as guarantee completeness. Discussion topics included:

1) Emphasis for law enforcement agencies to make use of the data. It is incumbent upon the law enforcement agencies to combine the reported data along with any initial analysis the NCC provides -- and explore the details of their communities, stops and procedures.

2) Law enforcement agencies need to be sure they report and understand search criteria. This will continue to be addressed with training opportunities and highlight examples such as probably cause searches and searches incident to arrest.

3) While law enforcement agencies and the NCC are limited by race definitions from National Crime Information Center, the RPAC foresees questions and concerns for other ethnicities such as 'Arab'.

# RACIAL PROFILING ADVISORY COMMITTEE (CONTINUED)

4) Cost to the agencies for collection and reporting of the data is a concern of the committee. Technology solutions are not cheap and not very feasible for all agencies.

In 2013 the RPAC discussed how to approach data collection as well as how to best analyze and convey to agencies local issues. The discussion topics included:

1) Utilizing rates as opposed to percentages as a reporting metric. This was included in the 2013 report.

2) Implementation of online entry of traffic stop data by law enforcement agencies. This allows for easy data validation of data that is submitted. The requirement for online submission of data collection methodology was implemented in 2013.

3) Automation of the online data collection for racial profiling allegations was made available in 2013. The NCC can now monitor the instances of racial profiling allegations throughout the year, instead of receiving the data annually.

4) The production of a model policy regarding racial profiling, per statutory changes, was reviewed by the RPAC. There were concerns expressed over the ability for clear language that mirrors statute and could be used by law enforcement agencies.

In 2014 the RPAC discussed how to approach data collection. The discussion topics included:

1) The utilization of DMV demographics. The discussion continued regarding the differences between census figures and DMV numbers and if county figures can be used.

2) Non-compliance with Racial Profiling Policy Submissions. The discussion continued regarding how to get the various agencies into compliance. A model policy was developed and approved to be used as an example.

In 2015 the NCC implemented new reporting methods for reporting purposes. These were shared with the RPAC. Other discussion topics included:

1) The difference between personal bias and racial prejudice. The discussion continued regarding the problems law enforcement is encountering such as poverty and the cost of recruitment and selection of future officers.

2) Partnering with University of Nebraska-Omaha to gather raw data from select law enforcement agencies for additional analysis.

In 2016 the RPAC discussed anonymous complaints. However because of personal information sharing concerns, investigating complaints would prove difficult. Other discussion topics included:

1) Chairperson Fisher indicated that implicit bias training has been made available for all law enforcement agencies.

# DATA COLLECTION

Standardized forms are provided to all law enforcement agencies in Nebraska. Summary data is reported to the NCC quarterly. The data is includes the race of all drivers stopped, the reasons for the stops, the dispositions of the stops and whether searches were conducted.

Since the agencies began submitting data, the NCC's Statistical Analysis Center has been working with law enforcement agencies to improve reporting and deal with data inconsistencies. A significant effort such as this typically requires review of processes and workflow once it starts. In general, law enforcement agencies have made a concerted effort to fulfill the requirements. In addition to the reporting mandated, there are also some agencies that have undertaken similar studies of their own. These studies may be more comprehensive providing a more detailed look at racial profiling specific to a specific law enforcement agency. These internal efforts examine the law enforcement agency's data to better understand and detect the nature of disparities.

The race of the driver is reported as observed or determined by the officer. There is no verification or reliance on other systems. The FBI maintains data standards for most law enforcement data collection. To be consistent with this and other reporting programs the race categories for this project were based on the FBI categories: White, Black, Asian/Pacific Islander, Native American/Alaskan and other. However, to address the ethnicity concerns outlined in the originating legislation, a category for Hispanic was included. While Hispanic is not a race as described by the U.S. Census Bureau, it is included this way for ease of reporting. There are many other categories that could potentially be of interest regarding ethnicity or national origin but the current system does not address those.

In 2016 there were 197 law enforcement agencies that fully participated in the data collection process. There were 2 law enforcement agencies (1 County Sherriff, 1 Police Department) that participated but did not submit all four quarters with of data. There were 20 Police Departments that did not submit any data, and 3 County Sheriff's Offices.

The next page is a map of Nebraska outlining the counties reporting status. For a county to be designated as 'REPORTING COMPLTE', the county must collectively have all law enforcement agencies report all four quarters of data for 2016. Blaine, Greeley and Loup counties did not have any agencies report 2016 data, designated as 'NOTHING REPORTED'. 'INCOMPLETE REPORTING', meaning the county has not reported all four quarters of data for 2016 to the NCC. 'INCOMPLETE LOCAL REPORTING', meaning the active agencies within the county have not reported all four quarters of data for 2016 to the NCC. 76 counties and local law enforcement within those counties reported complete data.

Those agencies that did not report come from sparsely populated areas. In 2016 98.6% of the population was covered compared to 90.2% in 2015, which is a significant increase in participation. Below are the following law enforcement agencies that did not meet the reporting requirements:

1) Albion PD covering less than 1,600 inhabitants, did not submit any data.

2) Atkinson PD covering less than 1,300 inhabitants, did not submit any data.

3) Bancroft PD covering less than 500 inhabitants, did not submit any data.

4) Beemer PD covering less than 700 inhabitants, did not submit any data.

5) Blaine CO SO covering less than 500 inhabitants, did not submit any data.

6) Butler CO SO covering less than 8,100 inhabitants, did not report all four quarters. (Partial Reporting)

7) Decatur PD covering less than 500 inhabitants, did not submit any data.

8) Edgar PD covering less than 500 inhabitants, did not submit any data.

# DATA COLLECTION MAP

9) Ewing PD covering less than 400 inhabitants, did not submit any data.

10) Greeley CO SO covering less than 2,500 inhabitants, did not submit any data.

11) Hooper PD covering less than 900 inhabitants, did not submit any data.

12) Kimball PD covering less than 2,400 inhabitants, did not report all four quarters. (Partial Reporting)

13) Leigh PD covering less than 500 inhabitants, did not submit any data.

14) Loup CO SO covering less than 600 inhabitants, did not submit any data.

15) Mead PD covering less than 600 inhabitants, did not submit any data.

16) Newcastle PD covering less than 400 inhabitants, did not submit any data.

17) Plainview PD covering less than 1,300 inhabitants, did not submit any data.

18) Scotia PD covering less than 400 inhabitants, did not submit any data.

19) Spalding PD covering less than 500 inhabitants, did not submit any data.

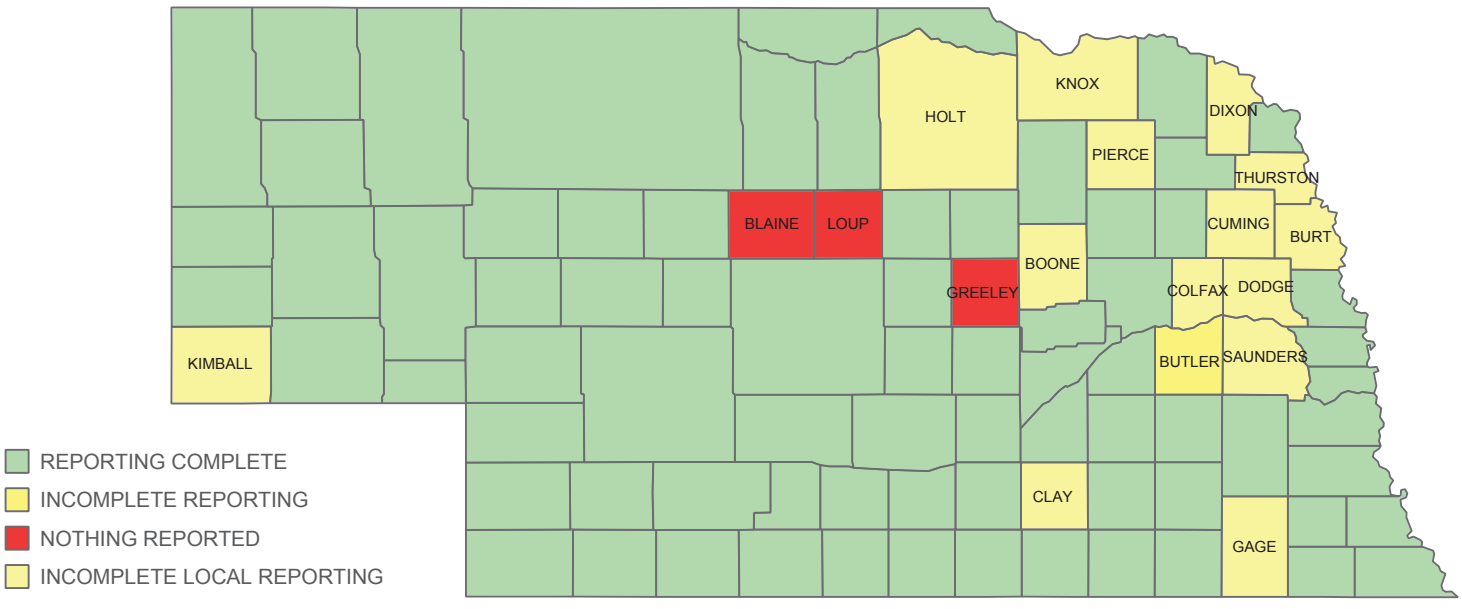
20) St. Edward PD covering less than 700 inhabitants, did not submit any data.

21) Verdigre PD covering less than 600 inhabitants, did not submit any data.

22) Walthill PD covering less than 800 inhabitants, did not submit any data.

23) Wausa PD covering less than 700 inhabitants, did not submit any data.

County specific results are available at the NCC website (http://www.ncc.ne.gov).

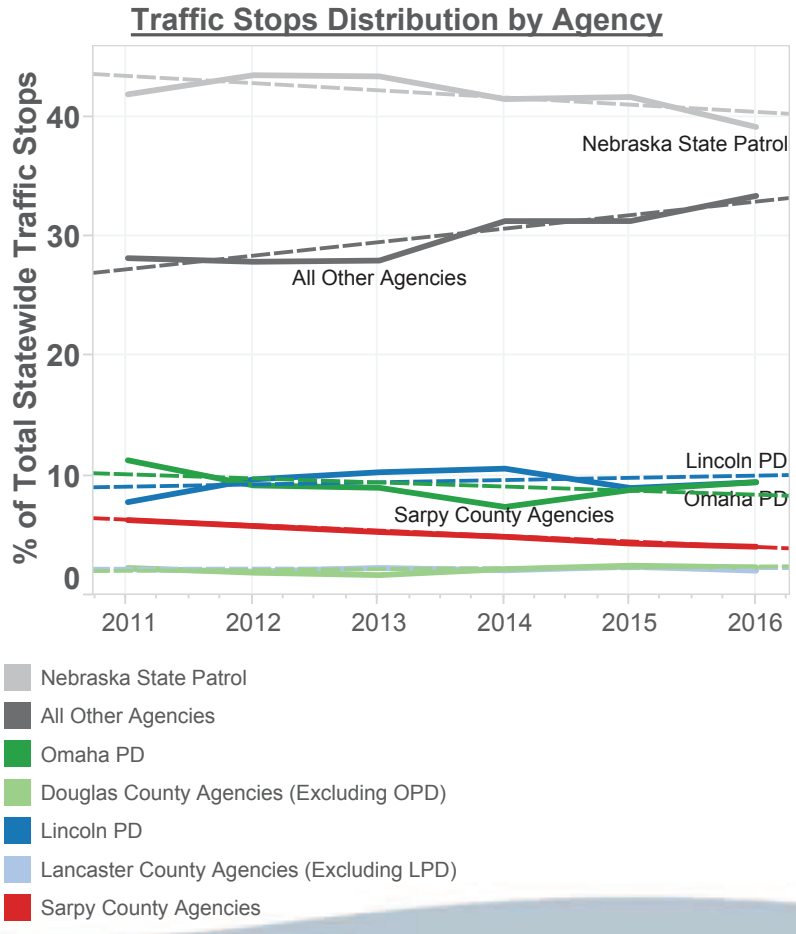


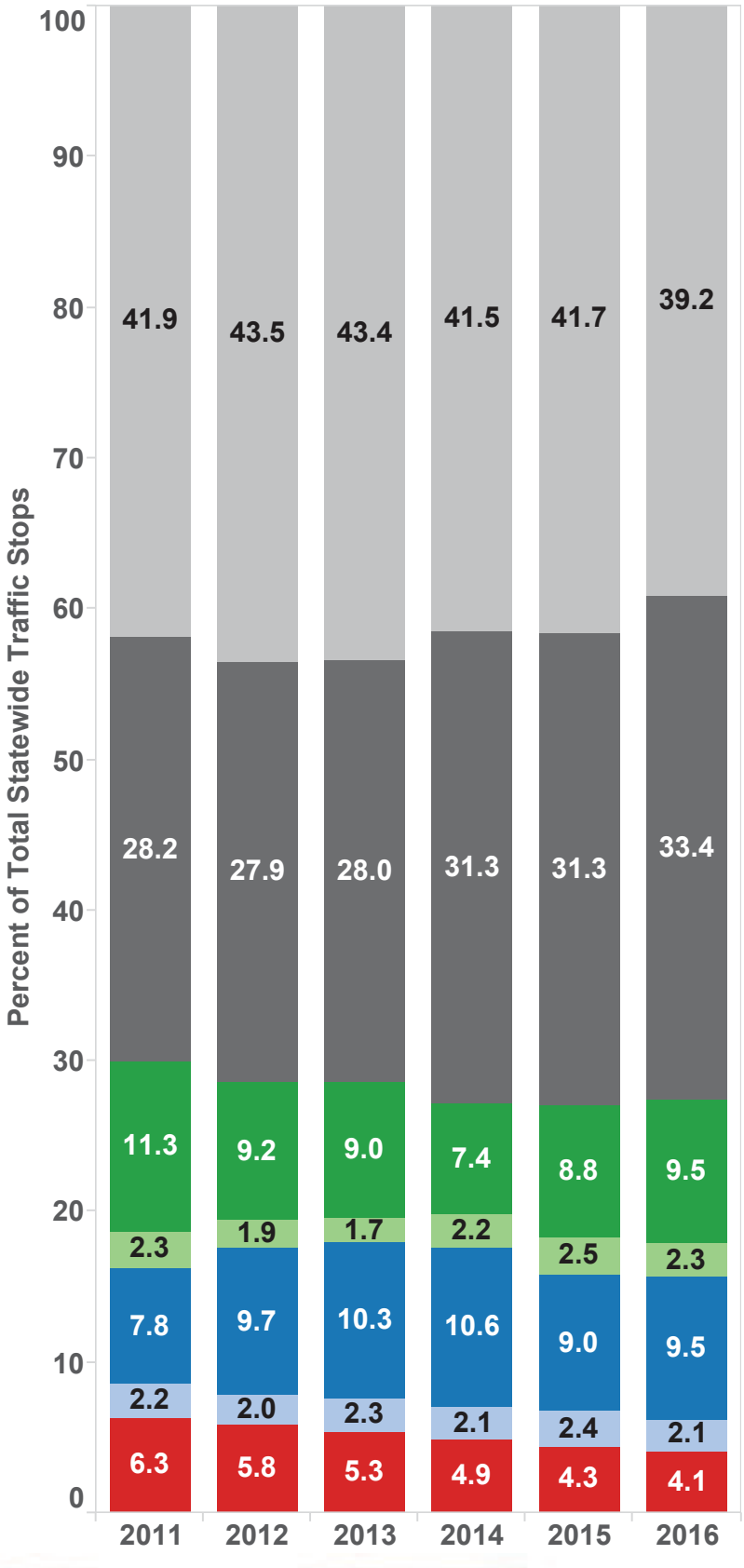
# DATA PROPORTIONALITY

Since 2002 the total number of stops has been approximately a half-million each year. NSP or agencies in Douglas, Lancaster, and Sarpy counties account for roughly 70% of the stops each year. The NSP accounts for the largest portion of the traffic stops made in the State of Nebraska.

In the last year OPD and LPD have had small increases in their portion of stops. A large majority of the traffic stops were made by three agencies: NSP, OPD and LPD.

By understanding the proportion of stops by agency, one must realize the complex nature of identifying areas of concern. A majority of the NSP traffic stops occur on the Interstate system, there is no metric available that can effectively estimate the demographic make-up of the individuals that travel on the Interstate system. Without a clear quantitative method to identify this population, it would be illogical to make conclusions regarding any disparity of this specific population.



# DATA REPORTING CONSIDERATIONS

The data included in this report reflects summary data submitted to the NCC from 2011 through 2016 (six years). The NCC does have access and has published data for 2002-2010, but prior to 2005 NSP weigh stations stops were included in the analysis. For comparison purposes the data for 2002-2010 has been removed from this report. Data tables throughout this report include several basic comparisons of data regarding the race of the driver, the reason for the stop, the primary disposition or outcome of the stop and whether or not searches were conducted.

**The data provided in this report has inherent limitations. The data collected is in a summary format, due to this limitation there is no feasible process to identify individual instances or produce advanced analysis. For instance, while we can say how many searches were conducted regarding Hispanic drivers we cannot say how many of those stops started with a traffic violation as the reason for the stop or what the outcome of the stop actually was.**

There is not a standardized process for analyzing traffic stop data. Many state and national studies have been conducted that attempt to discern instances of racial profiling. This is problematic in two basic ways: the nature of data collection and the need to extrapolate motivation, conscious or unconscious, on the part of law enforcement. The basic premise in any analysis is the attempt to discover instances that display disproportional activity across races. Analysis of traffic stop data can look at whether or not the drivers stopped reflect the general racial breakdown in society or the analysis can focus on how different races or groups were handled once the stop is made. Both are important to society and the management of a law enforcement agency.

In order to assess whether race and/or ethnicity impacted the decision any study must exclude or control for factors other than race and/or ethnicity that might legitimately explain the stopping decision. For example, most jurisdictions disproportionally stop males. Does this indicate gender bias? Most would not jump to that conclusion because they can think of several factors other than bias that could explain the disproportionate stopping of male drivers. One possibility is that men drive more than women (a quantity factor). Another possibility is men violate traffic laws more often than women (a quality factor). A third possibility is that more males drive in areas where police stopping activity tends to occur (the location factor). We do not know if these possibilities are true, but we must consider these other alternative explanations as causal.

Unfortunately, we do not have the detailed traffic stop data that would allow a comprehensive research design that would rule out such other possibilities and therefore prohibits us from drawing definitive conclusions. We cannot say definitively whether there is or is not racial bias in traffic stops, we can only point to seeming disproportionality. In other words, it is not difficult to measure whether there is disparity between racial/ethnic groups in stops made by police; the difficulty comes in identifying the ***causes*** for the disparity and whether or not it is racial biased.

The initial search data has never been seen, on the statewide aggregate, as having extreme disproportionality. There are variances in the proportionality of races once the stop has been made and action is taken. This is done within the limitations of the data itself. Observations are included with the data tables pointing out instances where there appears to be some instance of disproportionality within a category. The reason for this difference probably has many causes but the available data cannot adequately identify or explain those causes.

It must be noted that disparities within this report are just that; disparities. Disparities alone do not prove bias or instances of racial profiling. By identifying disparity law enforcement agencies can and should make reasonable efforts to better understand the disparities within their data. It is recommended that law enforcement agencies and other interested parties examine disparity at the agency and local level to better understand possible reasons for the disproportionality. Agency specific results are available at the NCC website (http://www.ncc.ne.gov).

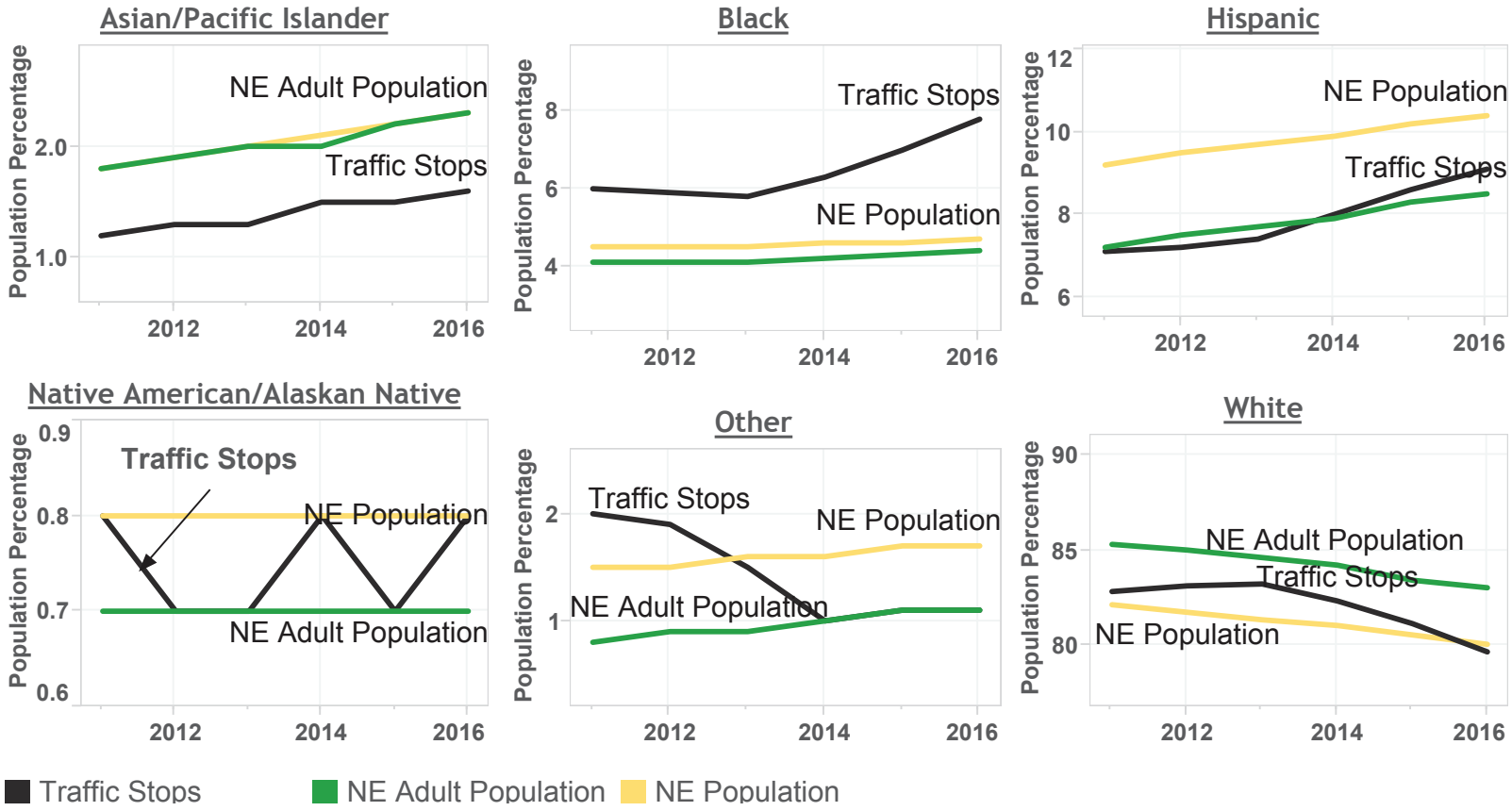
# POPULATION COMPARISON

Studies focusing on traffic stop data often compare the data to the racial demographic of a particular community or state. Some studies compare traffic stop data to the racial breakdown of the general population, of licensed drivers, of at risk drivers or even to the racial breakdown of drivers actually observed on an area's roads by people stationed in the field. All of these have problems and strengths but there is no agreed upon methodology or at risk populations or comparison groups. Some studies draw conclusions that theoretically cannot be made given deficiencies in the available data.

Comparisons of the traffic stop data to various populations always needs to consider other factors. People often want to look at the general population and its comparison to traffic stops and use that as a sole indicator of racial profiling. There are too many other factors to only consider that comparison. However, basic comparisons can also point to issues that or items that call for closer examination.

The population data is obtained from the US Census Bureau. Since the adult population would more closely parallel the driving population than the overall population, primary tables and counts will be Nebraska's adult estimated population when available. Race categories and classifications are not consistent across data sets. Some combining of areas along compatible definitions was done to parallel traffic stop categories. When review population figures at a City level counts will be utilizing the City population because adult demographics are not always available.

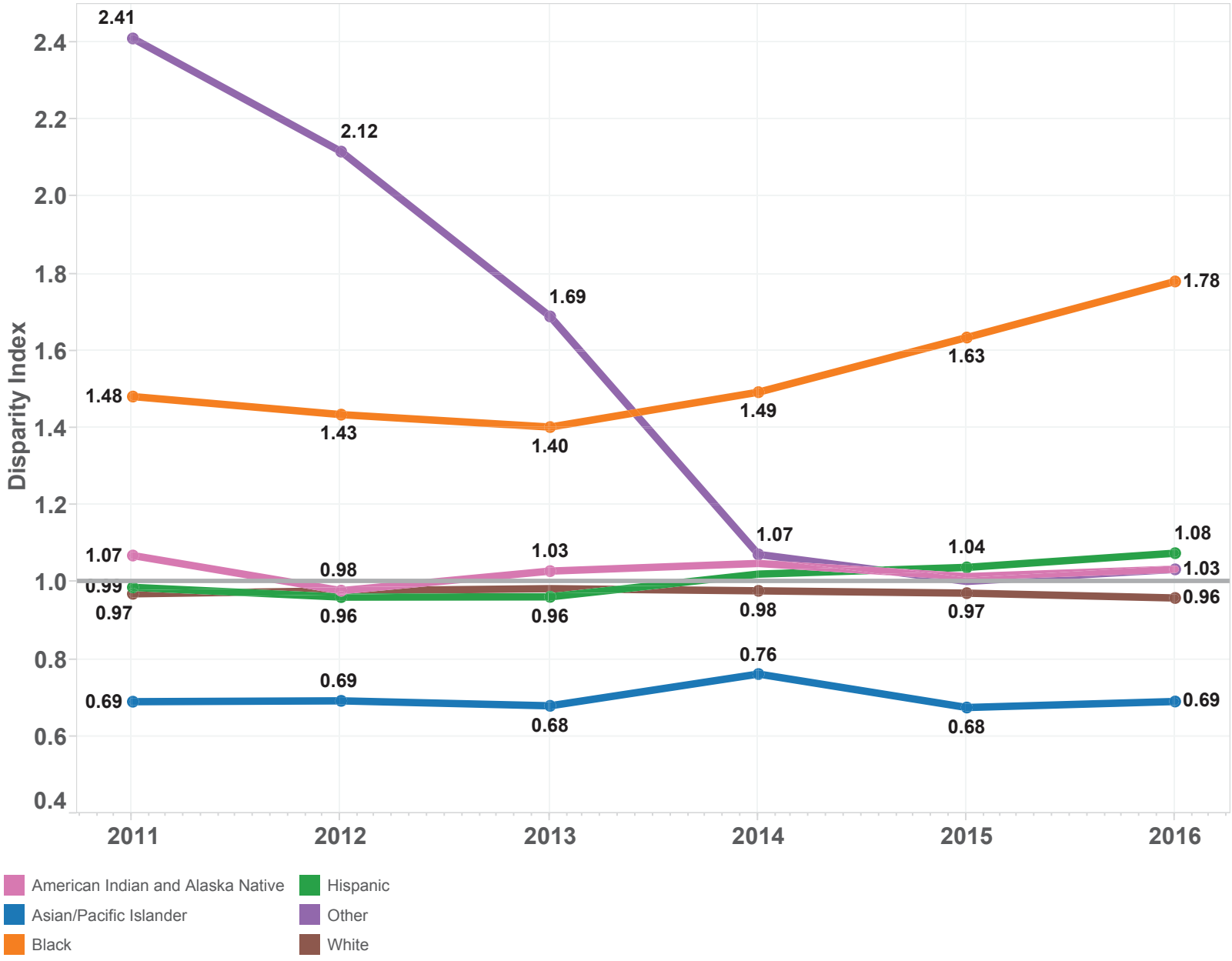
The line graphs below compare traffic stop percentages to the statewide population and the statewide adult population.



# DISPARITY INDEX

Over the past six years our state's population has changed in size and in specific demographics. The Nebraska Adult Population figures obtained via the US Census Bureau help provide a more accurate comparison to analyze our traffic stop data. When available, we use annual census estimates.

By comparing the Nebraska Adult Population percentages with our Traffic Stop percentages outlined in the previous page we are able to produce a disparity index, seen below. To interpret the disparity index; a value greater than one indicates an over-representation, a value of one represents no disparity, a value less than one indicates an under representation. The disparity index is calculated by dividing the proportion of stops by the proportion of population. As outlined in the Data Reporting Considerations of this report, there is no single explanation for the disparities provided in this report.

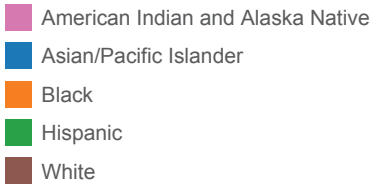


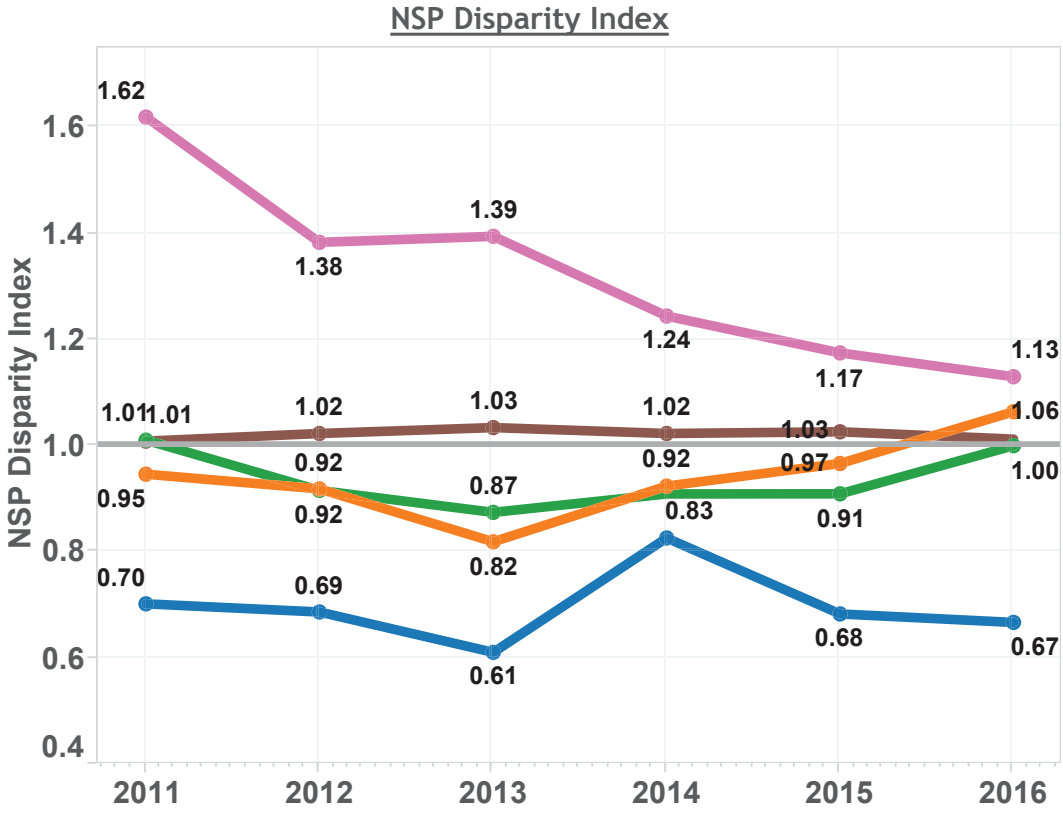
# DISPARITY INDEX (NSP VERSUS NON-NSP)

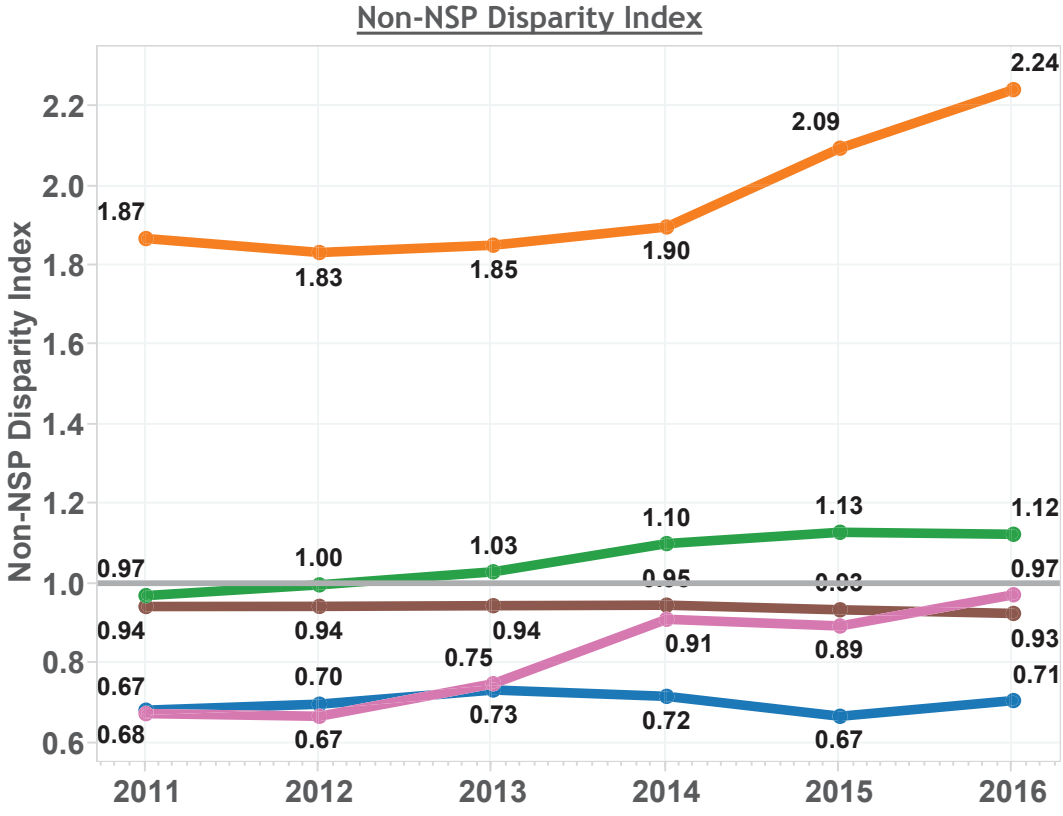
The following are line graphs are comparing the disparity index for the NSP traffics stops, and all other Non-NSP traffic stops.

Again the disparity index is calculated using the same Nebraska Adult Population percentages utilized in the two previous pages. To interpret the disparity index; a value greater than one indicates an over-representation, a value of one represents no disparity, a value less than one indicates an under representation. The disparity index is calculated by dividing the proportion of stops by the proportion of population.

Notice how there is a under-representation for Asian/Pacific Islander in the NSP disparity index, and an under-representation in the Non-NSP disparity index. Reversely, there is an over-representation for Native American/Alaskan Native in the NSP disparity index but slight under-representation in the Non-NSP disparity index. The 'Other' race has been removed from these visualizations to better illustrate the disparity index comparison.



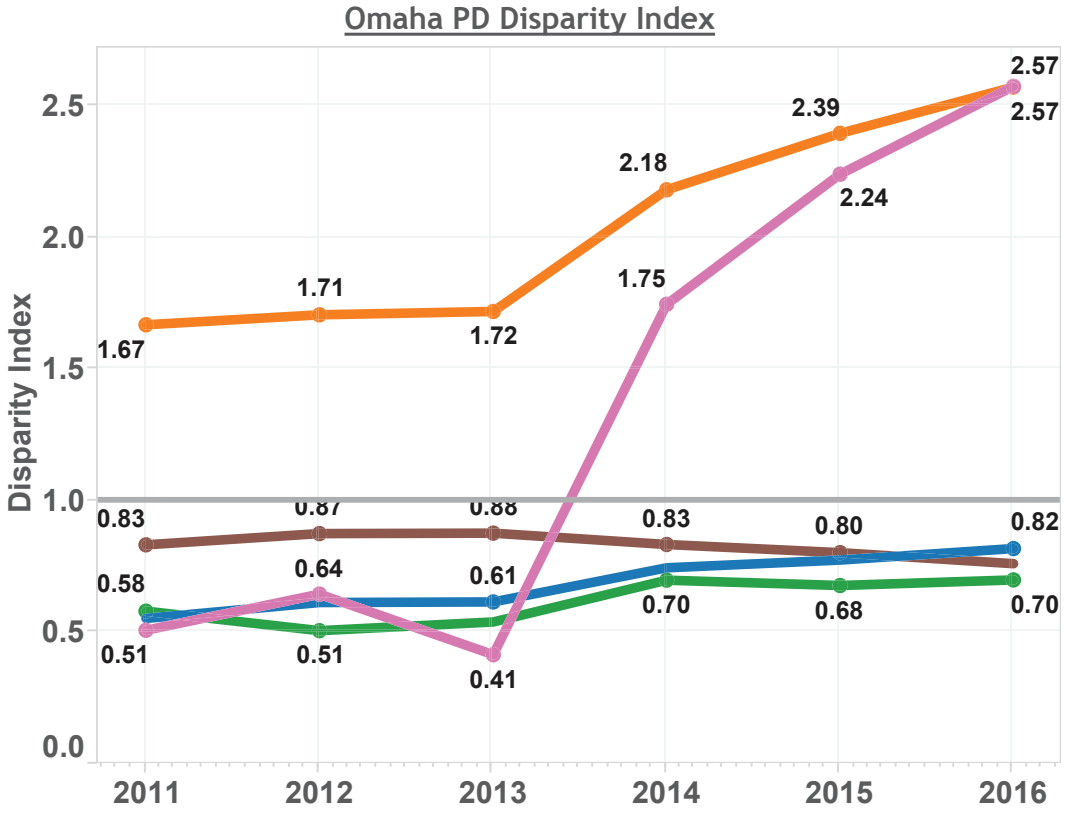



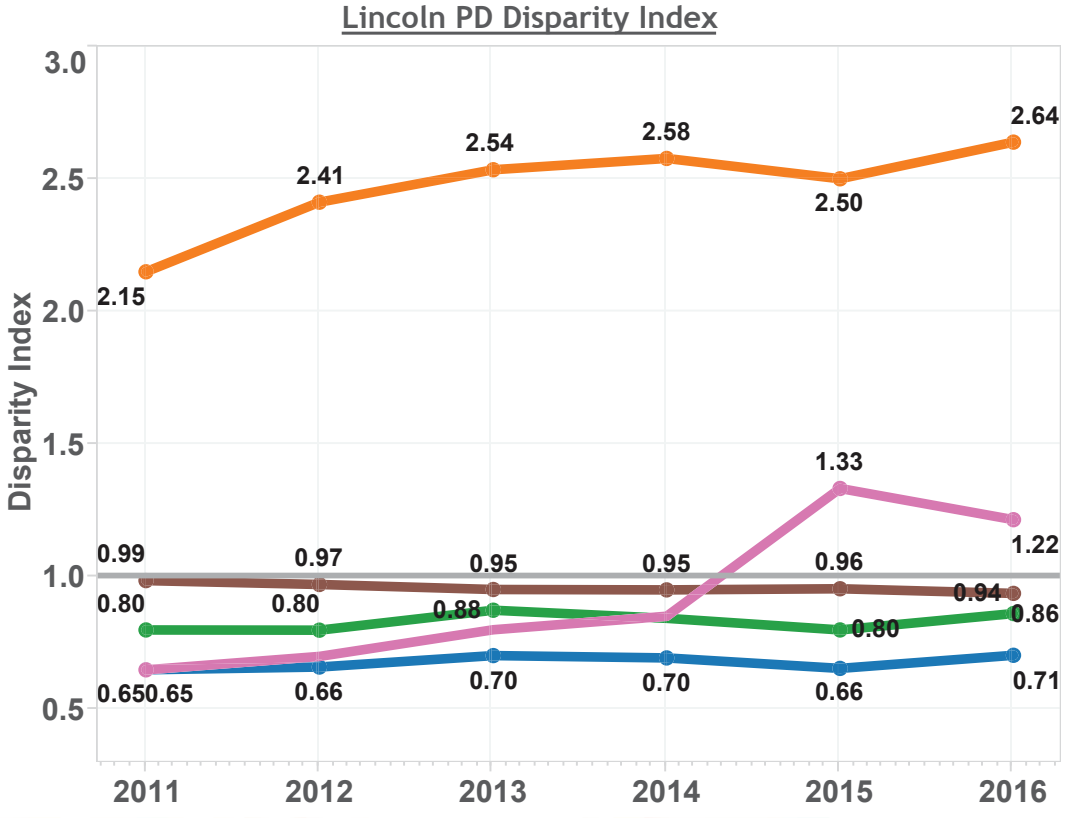
# DISPARITY INDEX (OMAHA PD & LINCOLN PD)

The following are line graphs are comparing the disparity index for the OPD and LPD traffic stops.

To interpret the disparity index; a value greater than one indicates an over-representation, a value of one represents no disparity, a value less than one indicates an under representation. The disparity index is calculated by dividing the proportion of stops by the proportion of population.

These two Police Departments collectively account for almost twenty percent of the traffic stops reported each year. The city specific disparity index population numbers are utilizing the city wide population, not the adult population figures. These population numbers are 2015 estimates obtained from the US Census Bureau.



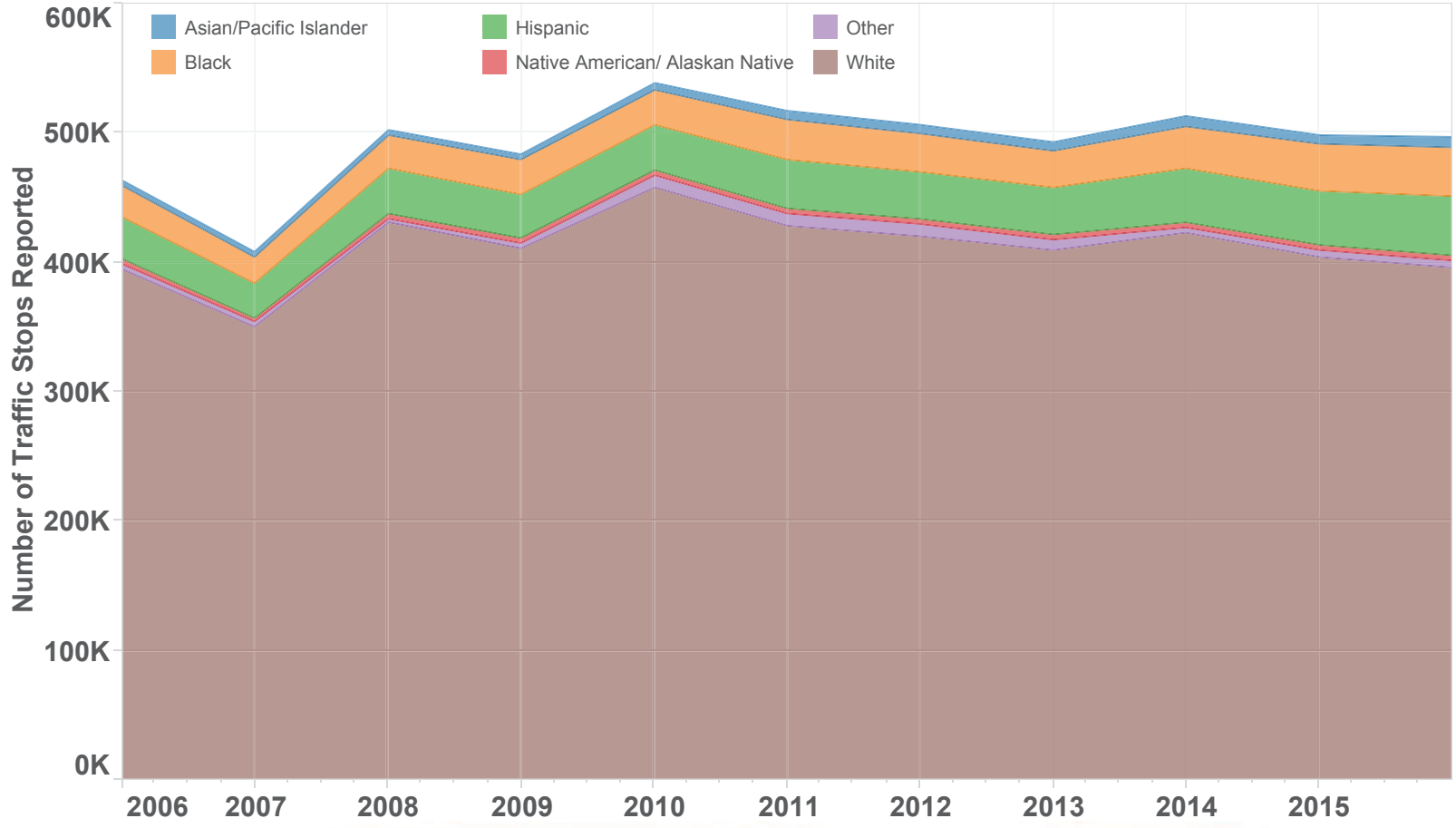




American Indian and Alaska Native
Asian/Pacific Islander
Black
Hispanic
White

# TRAFFIC STOP DATA

The following table and area chart are included to give the viewer some perspective regarding the amount of traffic stops that have been reported to the NCC for the past ten years. Whites make up a majority of the traffic stops, percentages have moved from 85.1% to 79.6% in eleven years' time. Minor growth can be seen in stops for Asian/Pacific Islander, Black, and Hispanic -- similar changes are seen in the statewide population figures outlined on the 'Population Comparison' page of this report.

| | Asian/Pacific Islander | | Black | | Hispanic | | Native American/ Alaskan Native | | Other | | White | | Grand Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| 2006 | 4,801 | 1.04% | 23,671 | 5.11% | 32,253 | 6.96% | 3,918 | 0.85% | 4,273 | 0.92% | 394,215 | 85.12% | 463,131 | 100.00% |
| 2007 | 3,570 | 0.88% | 21,100 | 5.18% | 26,484 | 6.50% | 2,609 | 0.64% | 3,860 | 0.95% | 349,809 | 85.86% | 407,432 | 100.00% |
| 2008 | 4,509 | 0.90% | 25,762 | 5.13% | 34,806 | 6.93% | 3,634 | 0.72% | 3,099 | 0.62% | 430,317 | 85.70% | 502,127 | 100.00% |
| 2009 | 4,815 | 1.00% | 26,724 | 5.53% | 32,942 | 6.82% | 3,930 | 0.81% | 4,096 | 0.85% | 410,761 | 85.00% | 483,268 | 100.00% |
| 2010 | 5,378 | 1.00% | 26,877 | 4.99% | 35,734 | 6.64% | 3,768 | 0.70% | 9,068 | 1.68% | 457,472 | 84.99% | 538,297 | 100.00% |
| 2011 | 6,407 | 1.24% | 31,096 | 6.03% | 36,888 | 7.15% | 3,908 | 0.76% | 10,545 | 2.04% | 427,237 | 82.78% | 516,081 | 100.00% |
| 2012 | 6,512 | 1.29% | 29,819 | 5.90% | 36,223 | 7.17% | 3,525 | 0.70% | 9,430 | 1.87% | 419,972 | 83.08% | 505,481 | 100.00% |
| 2013 | 6,522 | 1.33% | 28,629 | 5.82% | 36,271 | 7.37% | 3,663 | 0.74% | 7,584 | 1.54% | 409,465 | 83.20% | 492,134 | 100.00% |
| 2014 | 7,891 | 1.54% | 32,249 | 6.30% | 41,142 | 8.03% | 3,886 | 0.76% | 5,241 | 1.02% | 421,800 | 82.35% | 512,209 | 100.00% |
| 2015 | 7,420 | 1.49% | 35,095 | 7.05% | 42,846 | 8.61% | 3,731 | 0.75% | 5,302 | 1.06% | 403,472 | 81.04% | 497,866 | 100.00% |
| 2016 | 7,996 | 1.61% | 38,525 | 7.75% | 45,424 | 9.14% | 3,832 | 0.77% | 5,706 | 1.15% | 395,404 | 79.58% | 496,887 | 100.00% |



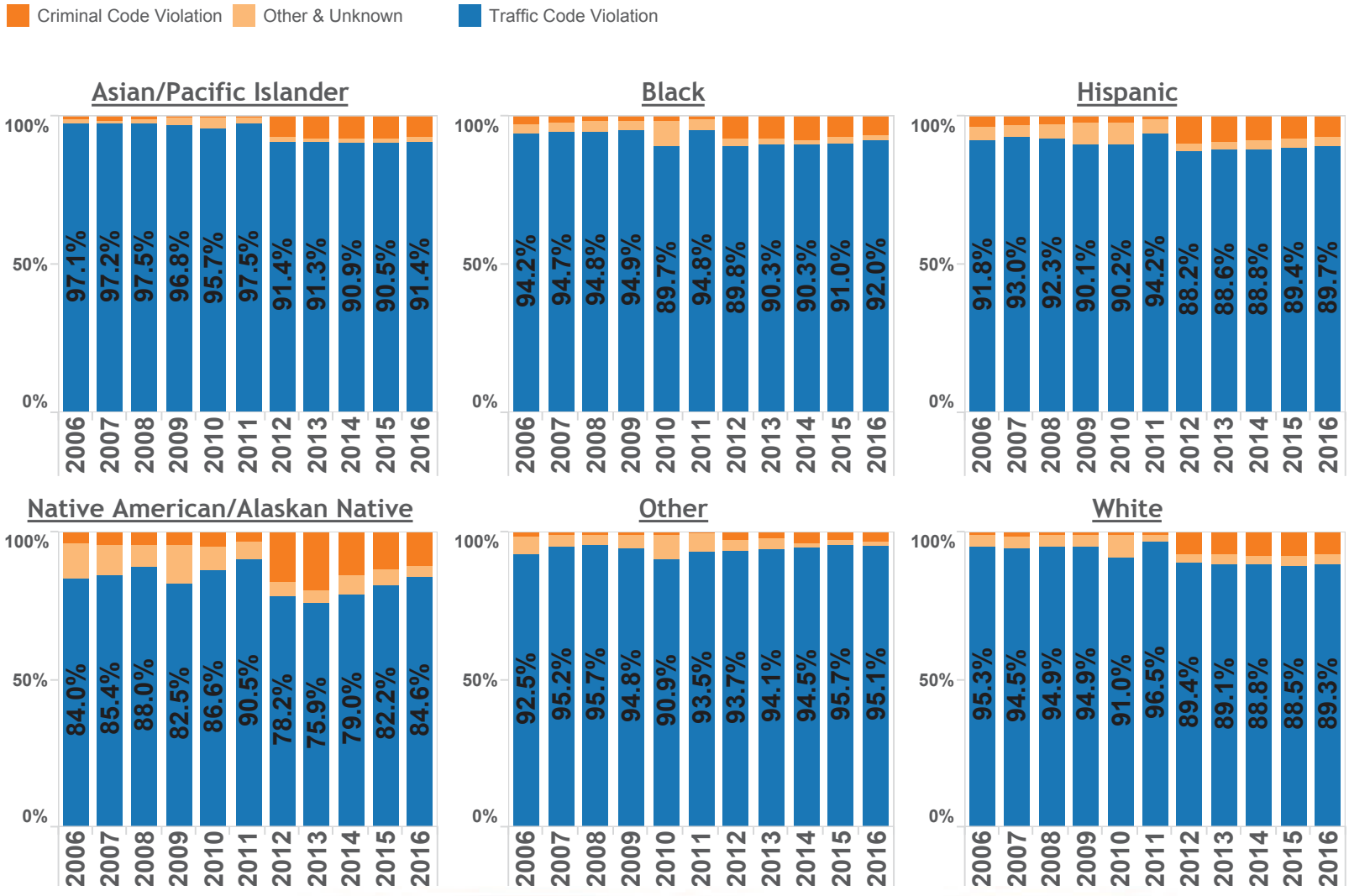
# REASON FOR TRAFFIC STOP

The percentages in the tables describe the portion of the race that was reported in a particular category. For example: 97.1% of all stops involving Asian/Pacific Islander drivers in 2006 were for traffic code violations, and 94.9% of all stops were for traffic code violations.

Reason for the Stop indicates the primary reason that the traffic stop was initiated by the officer. A traffic stop may include more than one reason.

Traffic Code Violations are the typically thought of traffic violations such as speeding.

| | Traffic Code Violation | | Criminal Code Violation | | Other & Unknown | | Grand Total | |
|---|---|---|---|---|---|---|---|---|
| | Count | % | Count | % | Count | % | Count | % |
| 2006 | 439,665 | 94.93% | 7,163 | 1.55% | 16,303 | 3.52% | 463,131 | 100.00% |
| 2007 | 384,390 | 94.34% | 6,640 | 1.63% | 16,402 | 4.03% | 407,432 | 100.00% |
| 2008 | 475,436 | 94.68% | 5,941 | 1.18% | 20,750 | 4.13% | 502,127 | 100.00% |
| 2009 | 456,618 | 94.49% | 5,522 | 1.14% | 21,128 | 4.37% | 483,268 | 100.00% |
| 2010 | 489,234 | 90.89% | 6,093 | 1.13% | 42,970 | 7.98% | 538,297 | 100.00% |
| 2011 | 496,177 | 96.14% | 4,850 | 0.94% | 15,054 | 2.92% | 516,081 | 100.00% |
| 2012 | 451,853 | 89.39% | 40,087 | 7.93% | 13,541 | 2.68% | 505,481 | 100.00% |
| 2013 | 438,647 | 89.13% | 38,622 | 7.85% | 14,865 | 3.02% | 492,134 | 100.00% |
| 2014 | 455,502 | 88.93% | 41,626 | 8.13% | 15,081 | 2.94% | 512,209 | 100.00% |
| 2015 | 441,944 | 88.77% | 41,151 | 8.27% | 14,771 | 2.97% | 497,866 | 100.00% |
| 2016 | 445,264 | 89.61% | 36,400 | 7.33% | 15,223 | 3.06% | 496,887 | 100.00% |

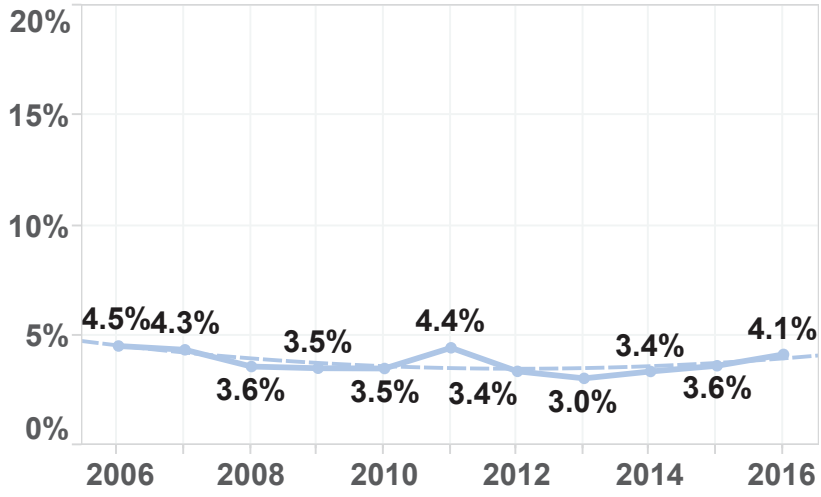


# DISPOSITION OF TRAFFIC STOP

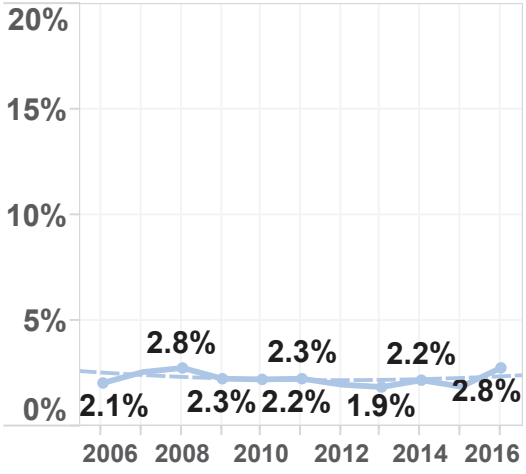
The Disposition of the Traffic Stop reports the primary outcome of the stop. A traffic stop may result in a variety of outcomes. A custodial arrest is not done when only a traffic violation is involved. Therefore, the stop could involve things such as a DUI arrest, a lack of identification, an outstanding warrant (discovered in a general license check) or some other criminal activity in the car or even by the occupants. However, the data is not detailed enough for us to know what specific violation caused a custodial arrest.

In 2016, 16.9% of Blacks stopped were taken into custodial arrest, compared to 4.1% of the general population.

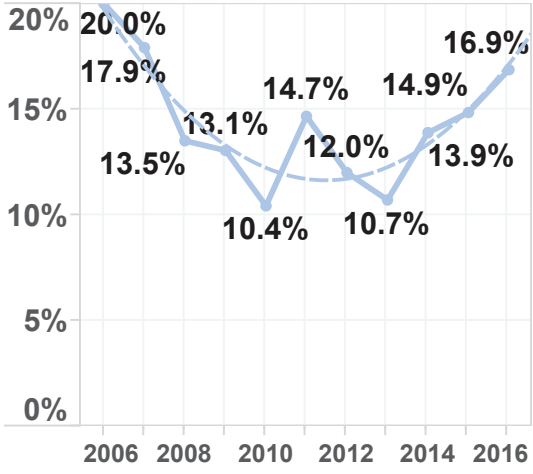
## All Races Combined Arrest Rate



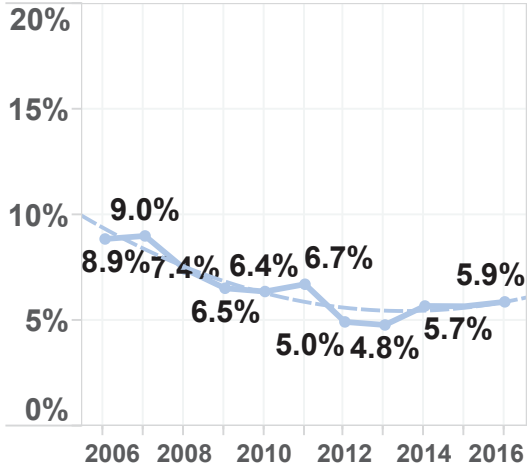

## Asian/Pacific Islander



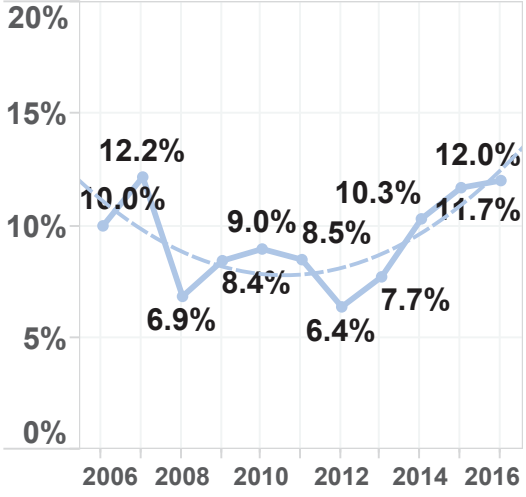

## Black



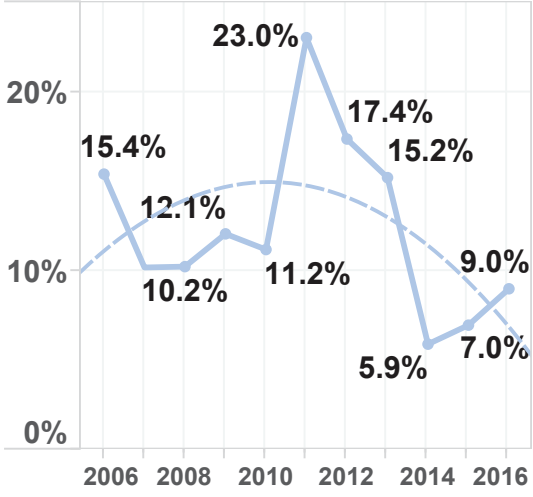

## Hispanic



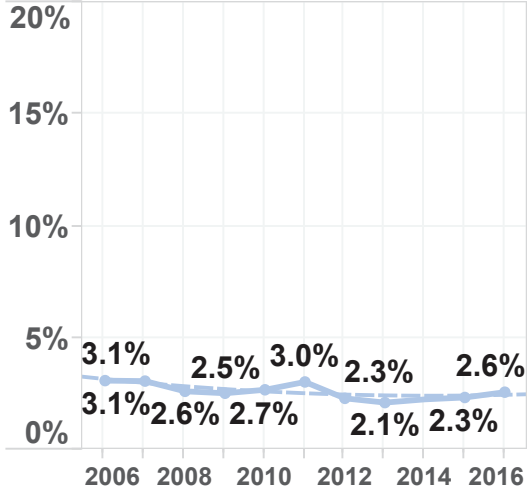

## Native American/Alaskan Native




## Other



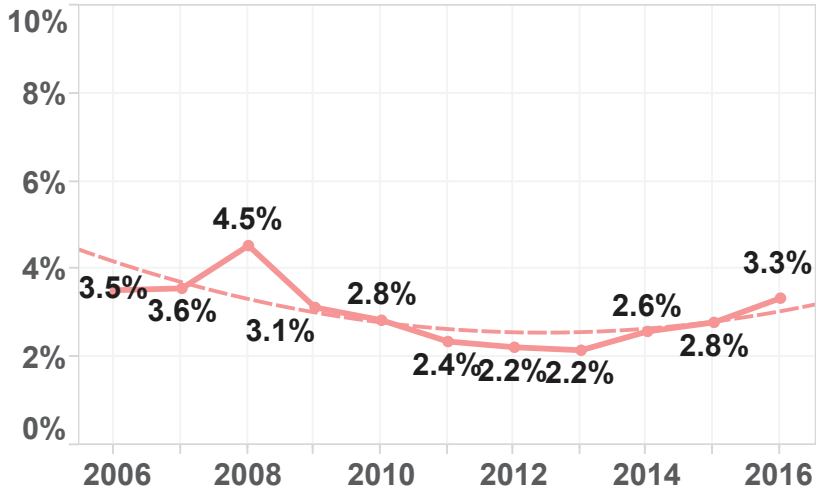

## White



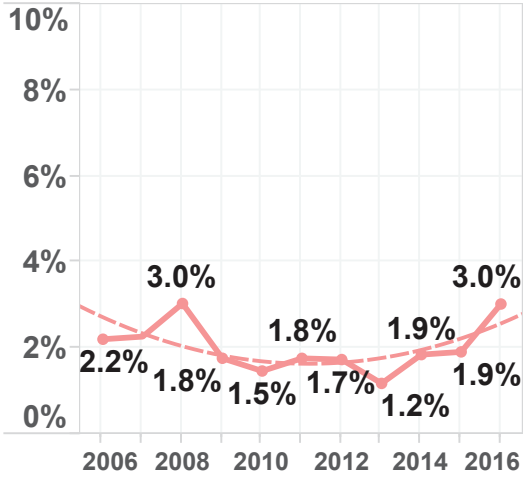
# SEARCH PERCENTAGE

The following is a break out by race over the past ten years showing the percentage of stops that have a search conducted. For example in 2006, 5.1% of all traffic stops involving Black drivers included a search. Search counts do not include inventory arrests or those done incident to arrest. Instead they reflect searches done as part of the officer's processing of the traffic stop. Stops of Asian/Pacific Islanders involved searches less often than the overall population from 2006-2015. The following trend lines allow the reader to compare each race to each other, the overall (top-right), and over time.

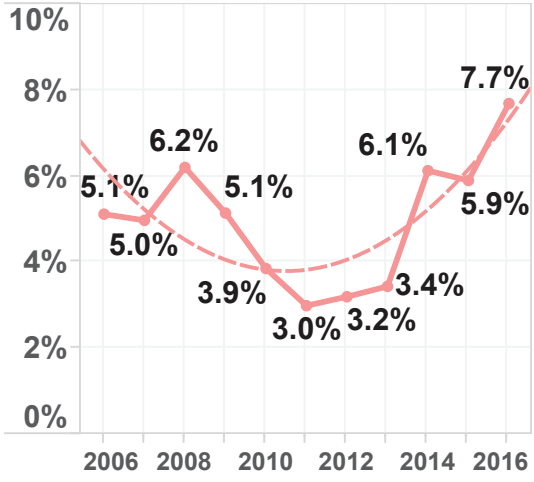
## All Races Combined Search Rate



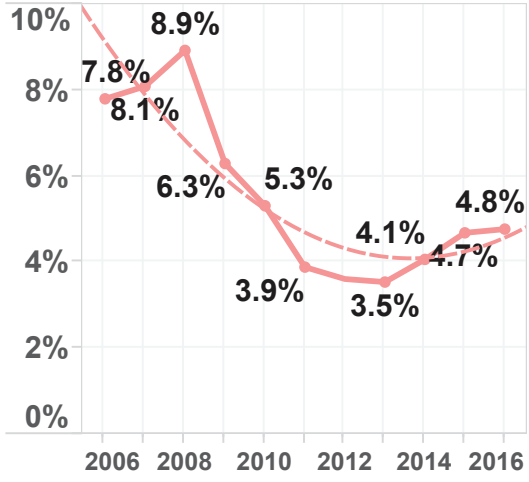

## Asian/Pacific Islander



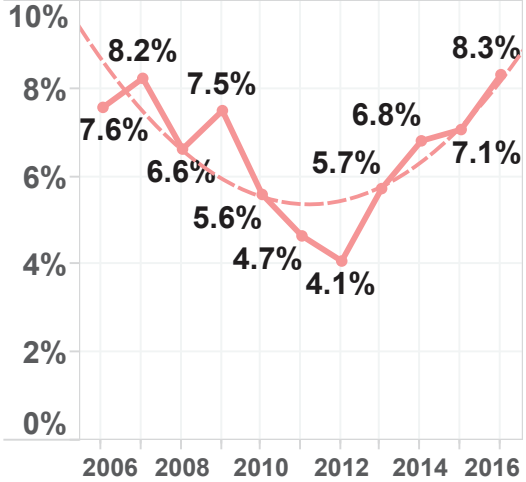

## Black



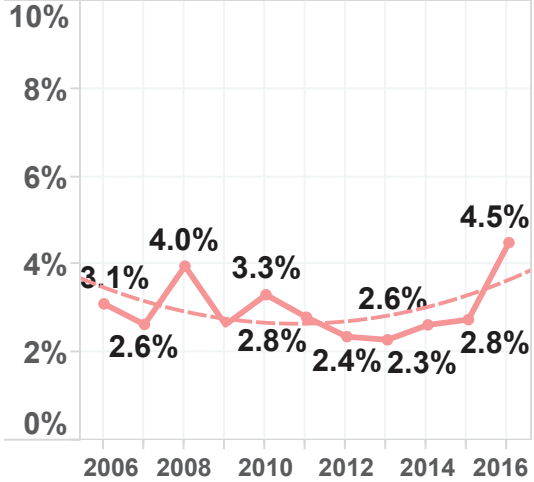

## Hispanic



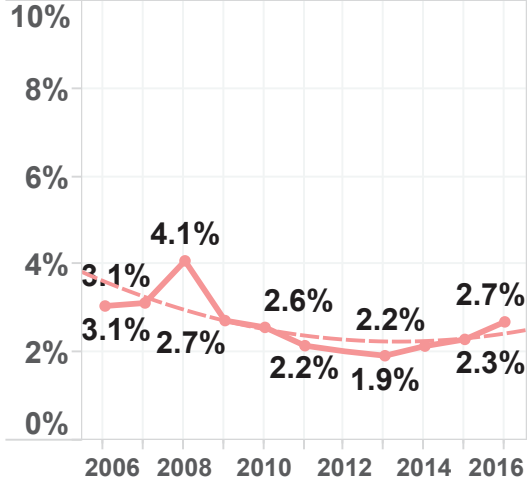

## Native American/Alaskan Native




## Other




## White



# ALLEGATIONS OF RACIAL PROFILING

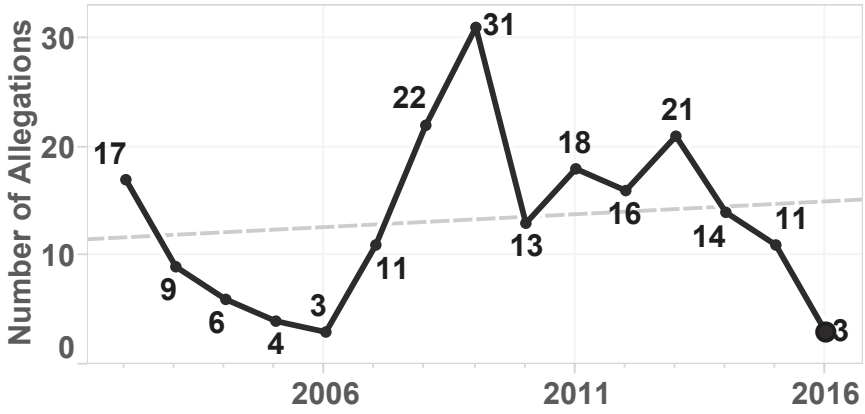
An allegation of racial profiling can originate in various ways. Sometimes a driver will make an accusation at the scene of the stop. Other times the driver, or even a passenger or related party, might contact the agency sometime after the stop to make a complaint. An allegation can also originate from a non-traffic stop.

These allegations are handled formally by the agency and standardized data is then submitted to the NCC in compliance with LB593. For 2016 the NCC received three allegations from two agencies of individuals making allegations of racial profiling, two involving searches. Of the 199 total allegations during 2002-2016, only 17.1% involved reported searches.

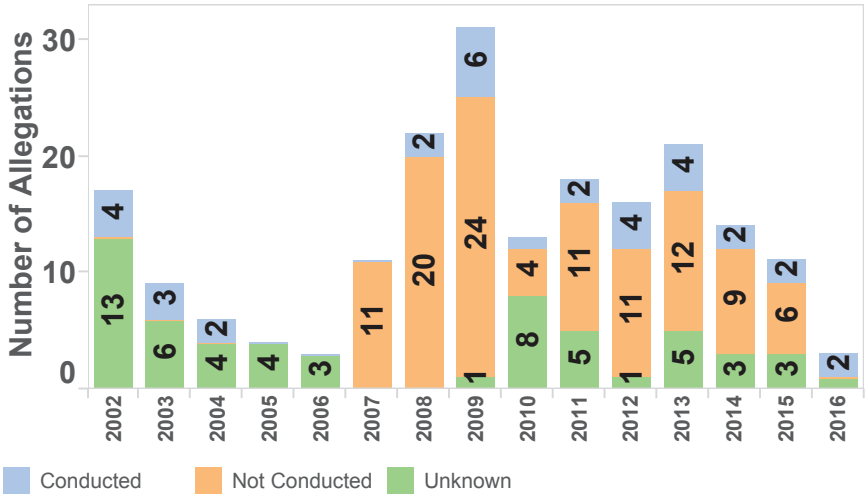
The agencies all conducted internal investigations and contacted the drivers and persons involved when possible. During 2002-2016, no agency reported the allegation to be valid; agencies stated officers followed policy or that there were circumstances which made the stops appropriate.

There have been cases reported in which the agency stated that they were unable to disseminate specific information concerning the disposition of allegations because of policy and the current Labor Agreement.

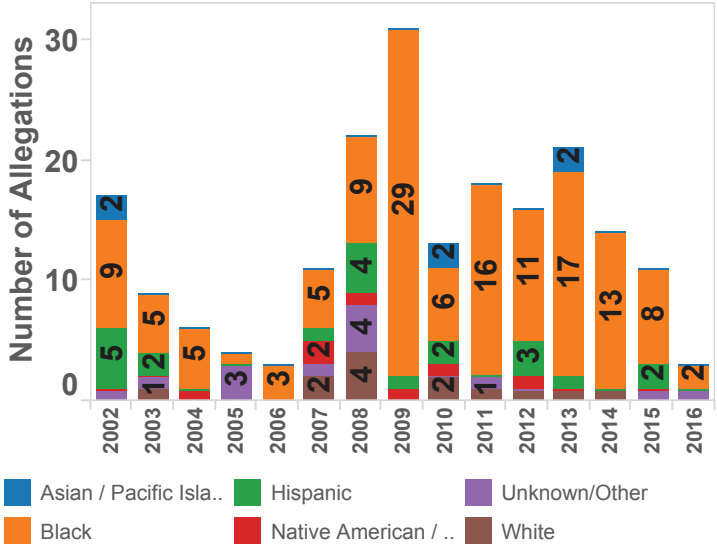
## Allegations



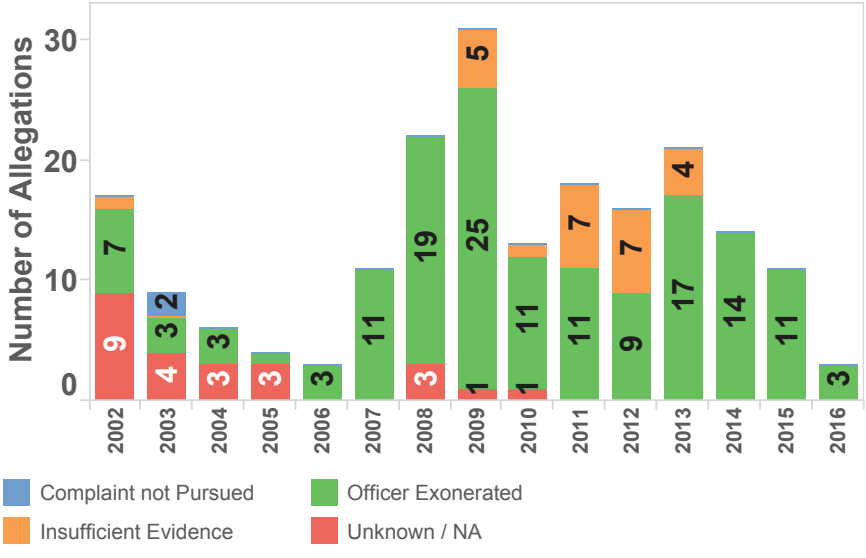

## Allegations by Search Conducted




## Allegations by Race




## Allegations by Disposition



# COUNTY SPECIFIC DETAILS

Previous pages focused on statewide data, the next set of pages focuses on the top five most populous counties and each counties most populous city. As stated before, the general or census population only provides one aspect of the potential group that would be stopped by law enforcement, particularly in areas with a lot of commuters or Interstate traffic. Nonetheless, the local population provides one view of the area and is often discussed. The local populations across the state vary greatly, as you will see as you review the county and agency specific data.

There are great differences across the state in the minority populations by county and within various cities. These differences would obviously affect the day to day occurrence of any racial group in any kind of activity, including traffic stops. The varying distribution of minority populations across Nebraska significantly affects the contact law enforcement would have with them. For instance Douglas County has a Black population of 11.1% compared to the statewide adult population of 4.4%. In Omaha the proportion is 12.7%.

The following pages provide traffic stop data broken out by race for these selected counties, and for the most populous city within the county. The county level data reflects reported stops by all law enforcement agencies within the county, and the city level data reflects reports by the city police department within the city.

There are obvious differences in the stops made in different counties relative to race. There are considerations other than the resident population, particularly given travelers and Interstate traffic, in addition to possible officer activity.

Once the stop has been made there can be a variety of actions taken. Research often looks at the handling and the disposition of the stop for disparity. This can reflect differences in processing by race but it must be remembered that there are a variety of factors involved. Each breakout page includes the traffic stop counts by race so one can compare to the population table -- along with search counts and percentages.

The bar charts include the percentages referring to proportions for an activity. Mainly one can see what percentage of stops have a search to give the viewer perspective. As you will see, many of the minority populations are so small that numerical changes can result in dramatic percentage changes, particularly at the county or city breakdowns.

# DOUGLAS COUNTY TRAFFIC STOPS

The following pages show figures that represent data submitted from only those agencies within Douglas County. The frequency of traffic stops within Douglas County showed a increase in 2016. Over the past six years data provided has been increasingly more detailed, as there has been steady decrease in the number of traffic stops that are identified as 'Other'.

As noted in previous pages of this report the majority of stops in Douglas County were by the OPD. Black drivers in Douglas County are stopped a little more than twice as often by a Douglas County law enforcement agency, when comparing percentage of stops to the population percentage for 2016. (28.5% to 11.1%)

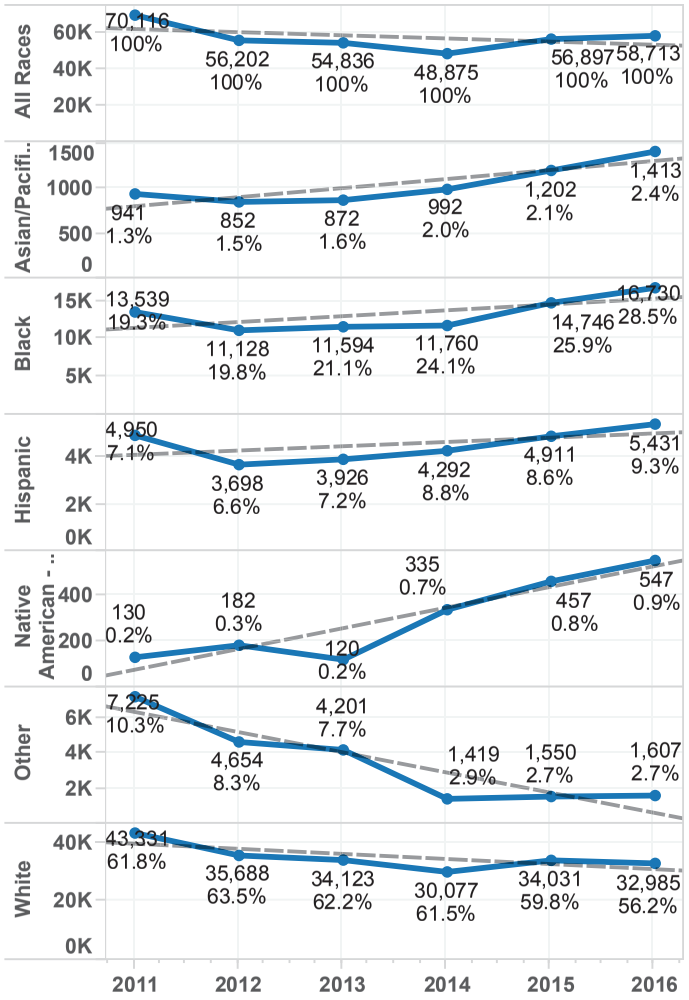
The 2016 search percentage is high among Native American/Alaskan Native (9.1%), and Black (11.0%) drivers. All Races combined are searched 6.0% of the time. Searches have increased from 2,183 in 2015 to 3,522 in 2016.

The 2016 traffic stop arrest percentage is high for Native American/Alaska Native, 35.5%. Black drivers were arrested 34.1% of the time. All Races combined are arrested 19.5% of the time.

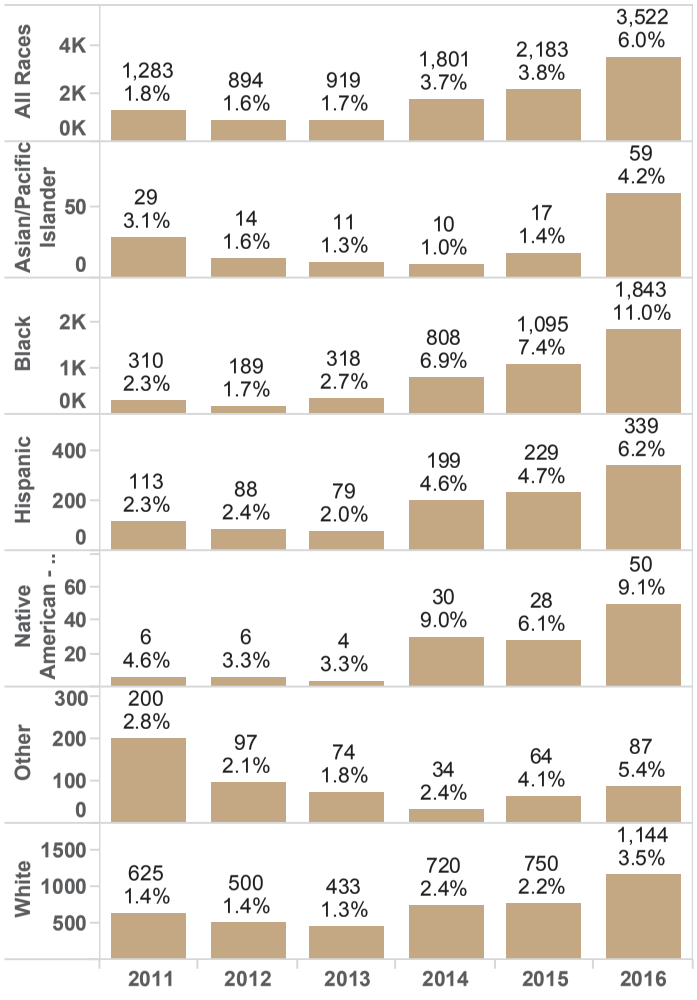
In 2016, Black drivers were stopped 32.5%, searched 11.3% and the arrest percentage was 36.6% for OPD. Hispanic drivers were stopped 9.5%, searched 5.9% and the arrest percentage was 24.3% for OPD. All Races combined for searches was 6.4% and arrests was 23.1%.

# TRAFFIC STOP REPORT DATA (DOUGLAS CO)

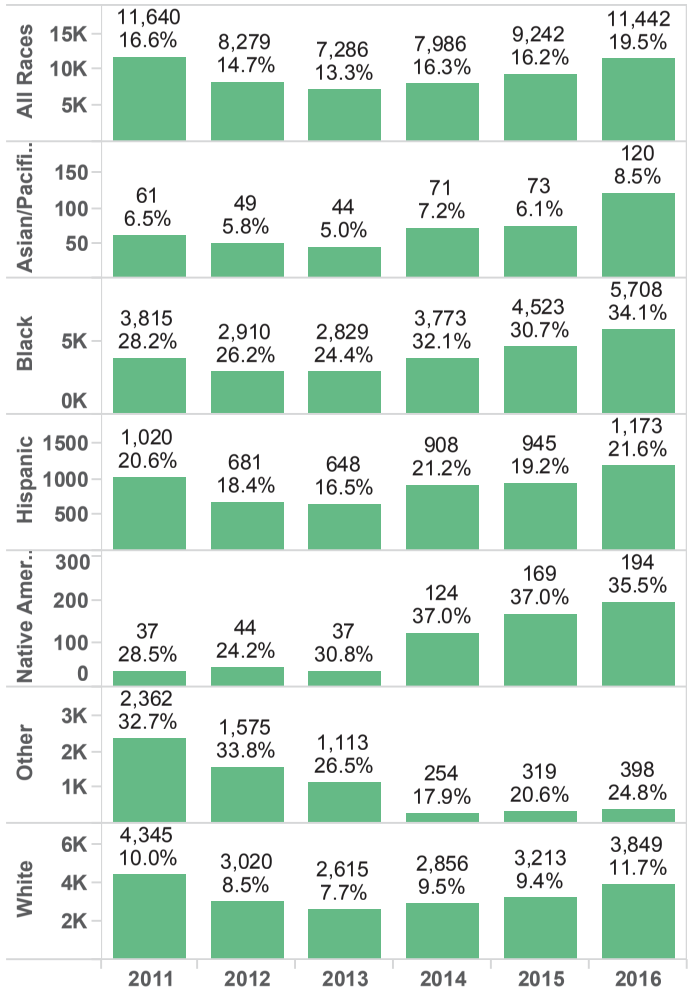
## TRAFFIC STOP TREND LINES BY RACE




## TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE




## TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE




## COUNTY POPULATION

| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|
| American Indian a.. | 0.3% | 0.4% | 0.5% | 0.4% | 0.4% | 0.4% |
| Asian | 2.4% | 2.5% | 2.7% | 2.8% | 2.9% | 3.2% |
| Black | 11.1% | 11.1% | 11.2% | 11.2% | 11.1% | 11.1% |
| Hispanic | 10.5% | 10.8% | 11.1% | 11.3% | 11.6% | 11.8% |
| Other | 2.7% | 2.7% | 2.5% | 2.5% | 2.6% | 2.5% |
| White | 73.0% | 72.5% | 72.1% | 71.7% | 71.4% | 71.0% |

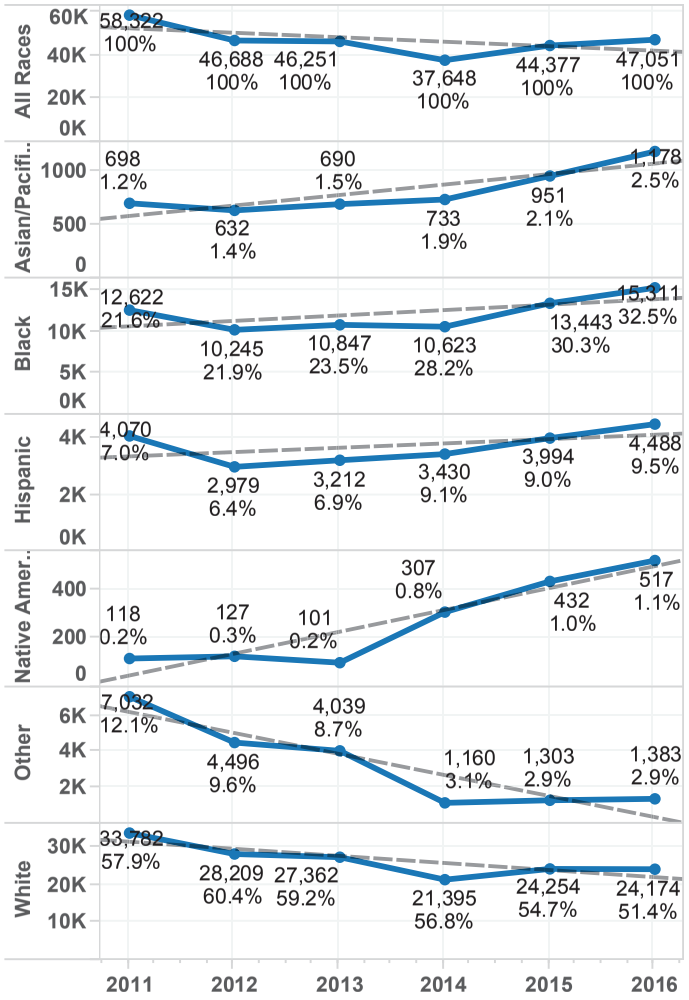
## DATA SUBMISSION COUNT

| | 2011 Q1 | 2011 Q2 | 2011 Q3 | 2011 Q4 | 2012 Q1 | 2012 Q2 | 2012 Q3 | 2012 Q4 | 2013 Q1 | 2013 Q2 | 2013 Q3 | 2013 Q4 | 2014 Q1 | 2014 Q2 | 2014 Q3 | 2014 Q4 | 2015 Q1 | 2015 Q2 | 2015 Q3 | 2015 Q4 | 2016 Q1 | 2016 Q2 | 2016 Q3 | 2016 Q4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DOUGLAS CO SO OMAHA | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| OMAHA PD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| RALSTON PD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| VALLEY PD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| BOYS TOWN PD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| BENNINGTON PD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| WATERLOO PD | 1 | 1 | 1 | 1 | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| OMAHA AIRPORT | | | | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| MCC | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| **Grand Total** | 8 | 8 | 8 | 8 | 7 | 7 | 7 | 8 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |

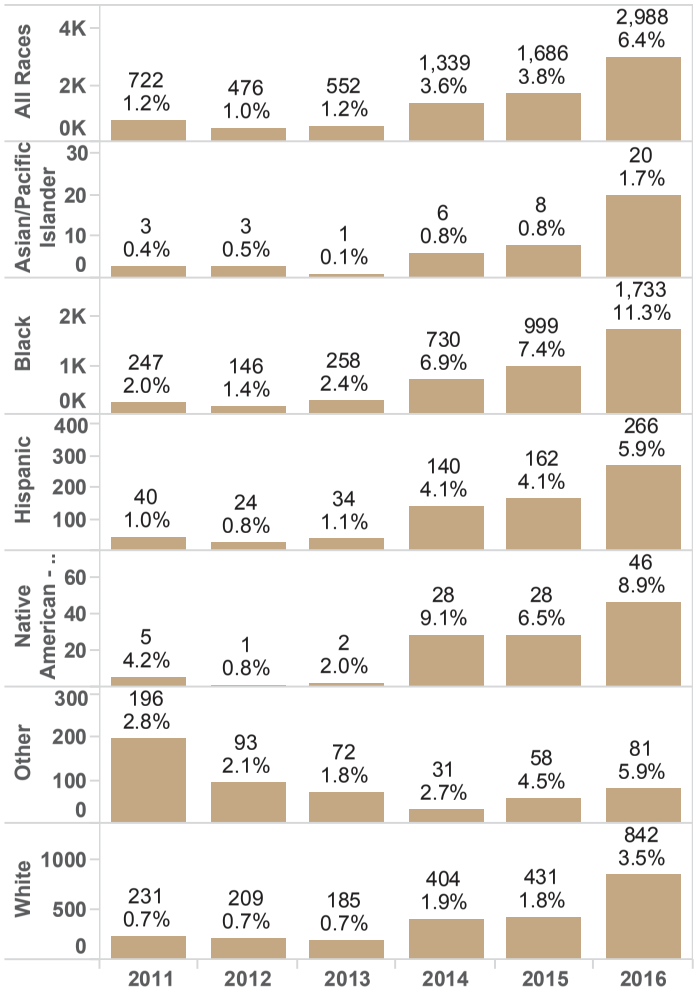
Produced by the Nebraska Crime Commission

# TRAFFIC STOP REPORT DATA (OMAHA PD)

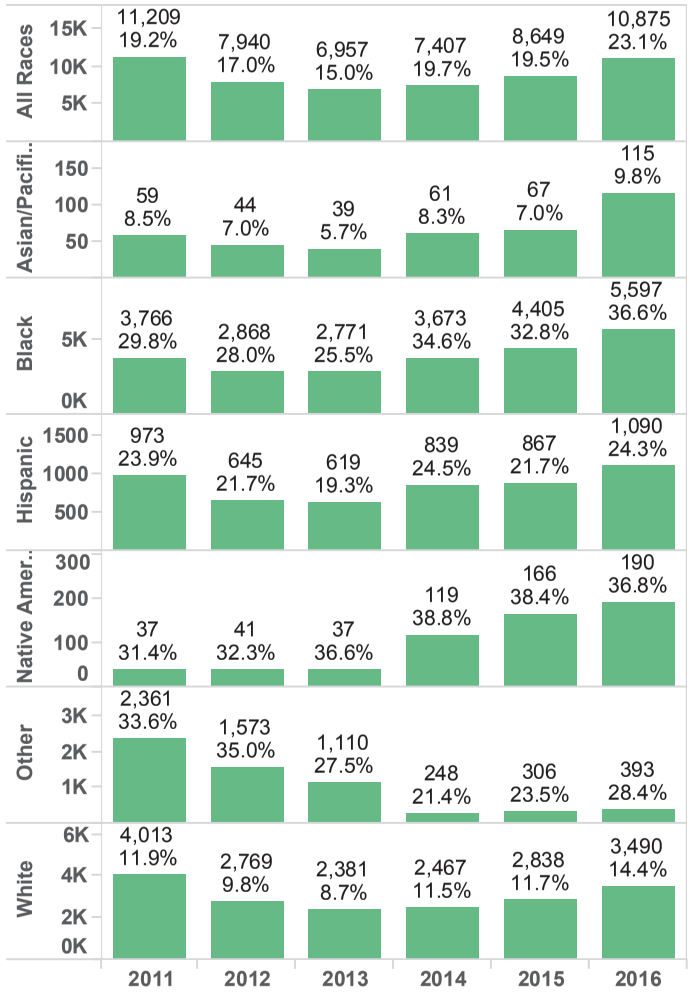
## TRAFFIC STOP TREND LINES BY RACE




## TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE




## TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE




## CITY POPULATION

| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|
| American Indian a.. | 0.4% | 0.4% | 0.5% | 0.5% | 0.4% | 0.4% |
| Asian | 2.2% | 2.2% | 2.4% | 2.6% | 2.8% | 3.1% |
| Black | 13.0% | 12.9% | 13.0% | 12.9% | 12.7% | 12.7% |
| Hispanic | 12.0% | 12.6% | 12.9% | 13.1% | 13.3% | 13.7% |
| Other | 2.8% | 2.8% | 2.7% | 2.7% | 2.7% | 2.6% |
| White | 69.6% | 69.1% | 68.4% | 68.2% | 68.2% | 67.6% |

## DATA SUBMISSION COUNT

| | 2011 Q1 | 2011 Q2 | 2011 Q3 | 2011 Q4 | 2012 Q1 | 2012 Q2 | 2012 Q3 | 2012 Q4 | 2013 Q1 | 2013 Q2 | 2013 Q3 | 2013 Q4 | 2014 Q1 | 2014 Q2 | 2014 Q3 | 2014 Q4 | 2015 Q1 | 2015 Q2 | 2015 Q3 | 2015 Q4 | 2016 Q1 | 2016 Q2 | 2016 Q3 | 2016 Q4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OMAHA PD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| **Grand Total** | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

Produced by the Nebraska Crime Commission

# LANCASTER COUNTY TRAFFIC STOPS

The following page show figures that represent data submitted from only those agencies within Lancaster County. The frequency of traffic stops within Lancaster County showed a slight increase in 2016. As noted in previous pages of this report the majority of stops in Lancaster County were by the LPD.

Black drivers are stopped less than half of the time by a Lancaster County law enforcement agency, when comparing percentage of stops to the population percentage for 2016. (10.4% to 3.8%)

The 2016 search percentage is high among Native American/Alaskan Native (8.8%), with Black drivers being searched 6.7% of the time and Hispanic drivers at 7.0%. All Races combined are searched 3.6% of the time.

The 2016 traffic stop arrest percentage is high for Native American/Alaska Native (9.1%), and Black drivers (4.4%). All Races combined are arrested 1.9% of the time.

For LPD, Black drivers were stopped 10.9% of the time and Hispanic drivers were stopped 5.9% of the time.

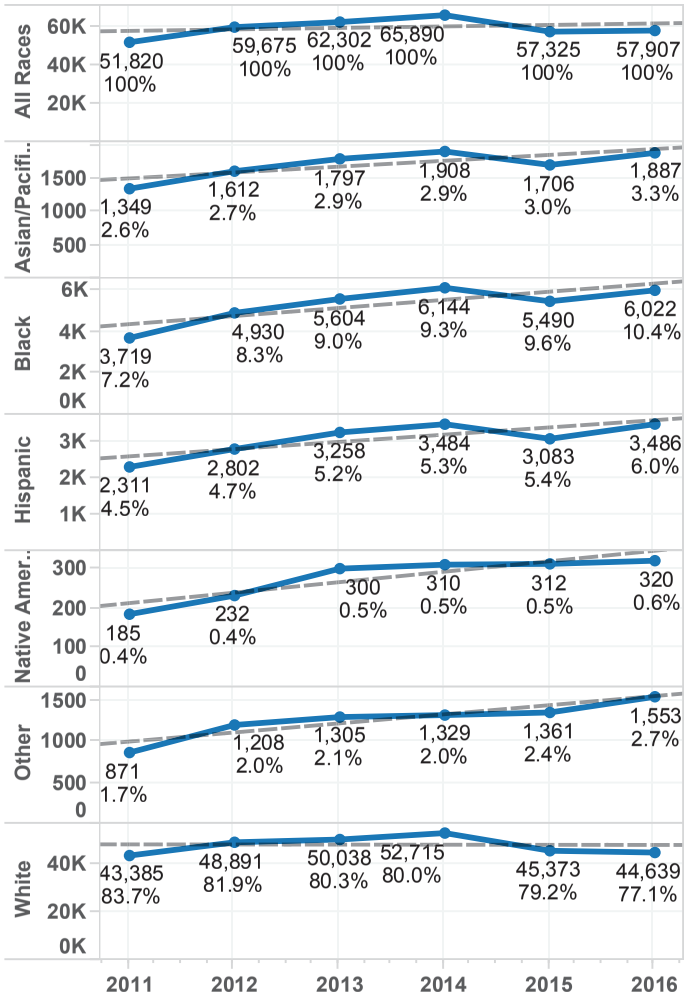
LPD's search percentages were high for Native American/Alaskan Native with 7.5% and 6.4% for Black drivers. All Races combined was 2.8%.

Arrest percentages for LPD were also high among Native American/Alaskan Native with 9.4% and 4.3% for Black drivers. All Races combined was 1.8%.

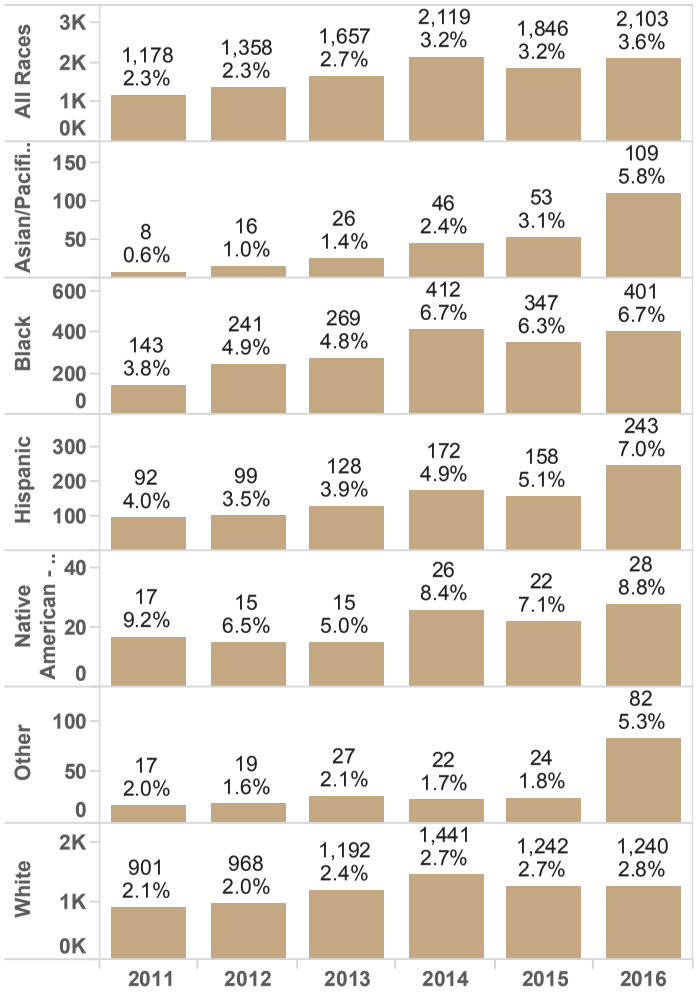
..

# TRAFFIC STOP REPORT DATA (LANCASTER CO)

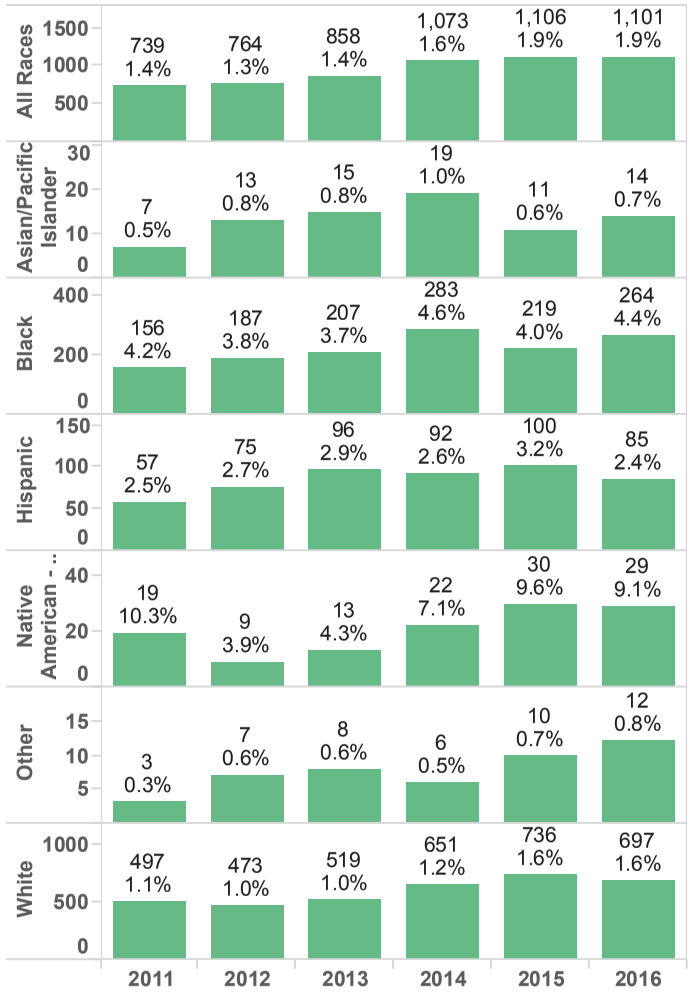
## TRAFFIC STOP TREND LINES BY RACE




## TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE




## TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE




## COUNTY POPULATION

| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|
| American Indian a.. | 0.5% | 0.5% | 0.5% | 0.5% | 0.4% | 0.4% |
| Asian | 3.6% | 3.6% | 3.7% | 3.8% | 4.0% | 4.1% |
| Black | 3.3% | 3.4% | 3.5% | 3.6% | 3.7% | 3.8% |
| Hispanic | 5.5% | 5.7% | 5.9% | 6.0% | 6.2% | 6.4% |
| Other | 1.9% | 2.0% | 2.0% | 2.0% | 2.1% | 2.2% |
| White | 85.2% | 84.8% | 84.4% | 84.0% | 83.6% | 83.1% |

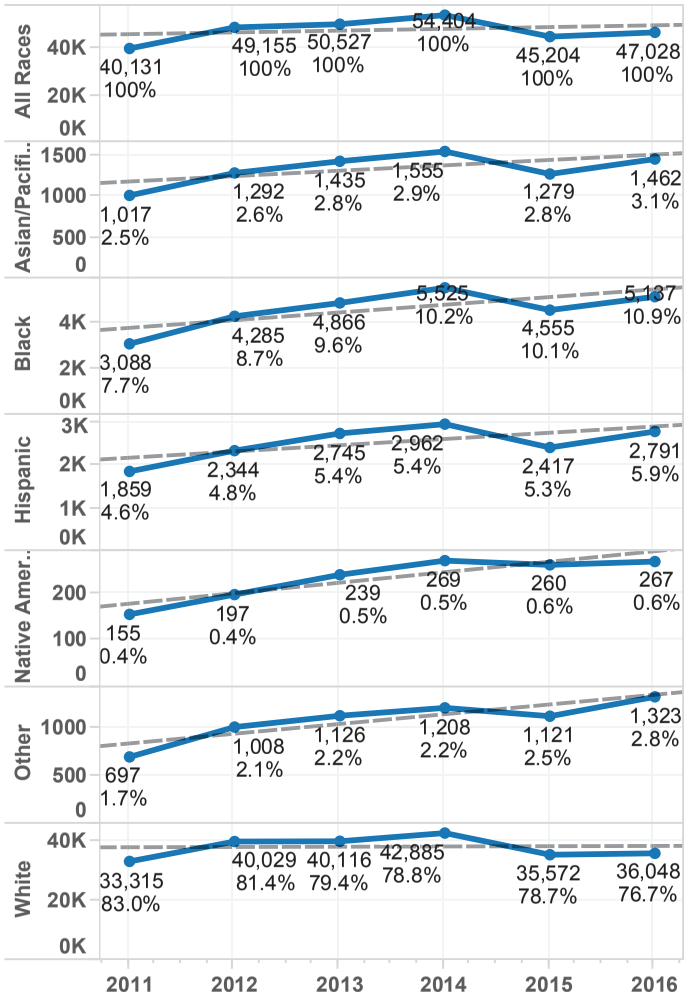
## DATA SUBMISSION COUNT

| | 2011 Q1 | 2011 Q2 | 2011 Q3 | 2011 Q4 | 2012 Q1 | 2012 Q2 | 2012 Q3 | 2012 Q4 | 2013 Q1 | 2013 Q2 | 2013 Q3 | 2013 Q4 | 2014 Q1 | 2014 Q2 | 2014 Q3 | 2014 Q4 | 2015 Q1 | 2015 Q2 | 2015 Q3 | 2015 Q4 | 2016 Q1 | 2016 Q2 | 2016 Q3 | 2016 Q4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANCASTER CO SO LINCOLN | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| LINCOLN PD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| LINCOLN AIRPORT POLICE | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| UNL | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| NE GAME AND PARKS | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| NEBRASKA STATE FIRE MARSHALL | 1 | | 1 | 1 | | | | | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| **Grand Total** | 5 | 4 | 5 | 6 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |

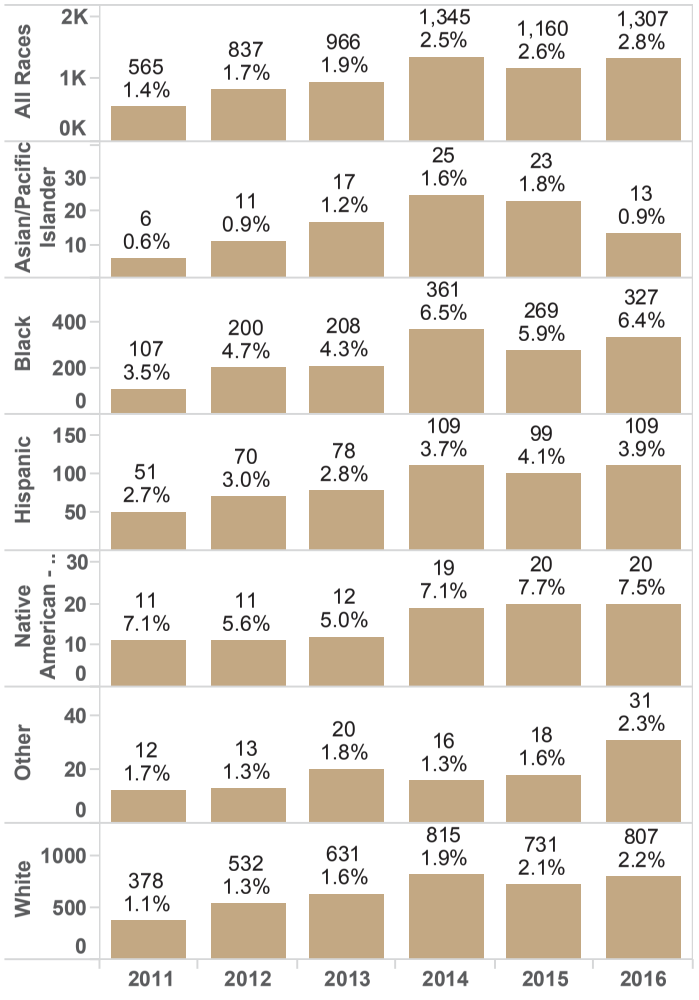
Produced by the Nebraska Crime Commission

# TRAFFIC STOP REPORT DATA (LINCOLN PD)

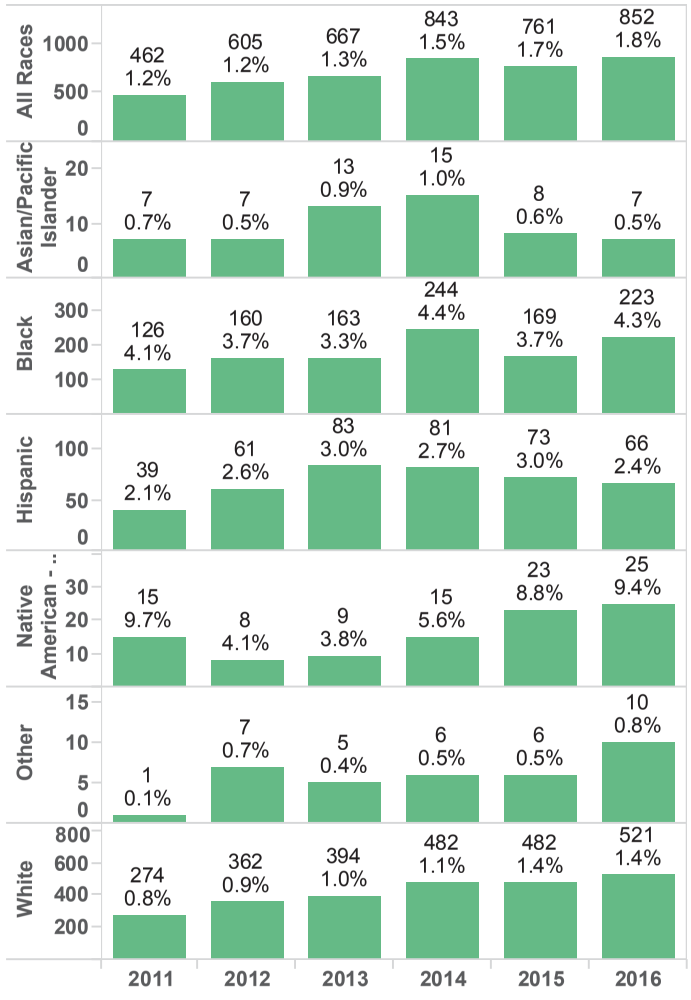
## TRAFFIC STOP TREND LINES BY RACE




## TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE




## TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE




## CITY POPULATION

| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|
| American Indian a.. | 0.6% | 0.6% | 0.6% | 0.6% | 0.4% | 0.5% |
| Asian | 3.9% | 4.0% | 4.0% | 4.1% | 4.3% | 4.4% |
| Black | 3.6% | 3.6% | 3.8% | 3.9% | 4.0% | 4.1% |
| Hispanic | 5.8% | 6.0% | 6.2% | 6.4% | 6.7% | 6.9% |
| Other | 2.0% | 2.1% | 2.1% | 2.1% | 2.2% | 2.4% |
| White | 84.1% | 83.8% | 83.3% | 82.8% | 82.3% | 81.7% |

## DATA SUBMISSION COUNT

| | 2011 Q1 | 2011 Q2 | 2011 Q3 | 2011 Q4 | 2012 Q1 | 2012 Q2 | 2012 Q3 | 2012 Q4 | 2013 Q1 | 2013 Q2 | 2013 Q3 | 2013 Q4 | 2014 Q1 | 2014 Q2 | 2014 Q3 | 2014 Q4 | 2015 Q1 | 2015 Q2 | 2015 Q3 | 2015 Q4 | 2016 Q1 | 2016 Q2 | 2016 Q3 | 2016 Q4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINCOLN PD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| **Grand Total** | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

# SARPY COUNTY TRAFFIC STOPS

The following page show figures that represent data submitted from only those agencies within Sarpy County. The frequency of traffic stops within Sarpy County showed a decrease in 2016. Stops in the last six years have been gradually decreasing in Sarpy County. A good portion of the traffic stops in Sarpy County were by the Bellevue PD (BPD).

Black drivers in Sarpy County are stopped more than twice as often by a Sarpy County law enforcement agency, when comparing percentage of stops to the population percentage for 2016. (10.2% to 3.9%)

The 2016 search percentage is high among Native American/Alaskan Native (15.6%), Hispanic (11.4%), and Black drivers (9.5%). All Races combined are searched 4.8% of the time.

The 2016 traffic stop arrest percentage is high for Native American/Alaskan Native (9.4%), Hispanic (4.0%), and Black drivers (3.5%). All Races combined are arrested 2.2% of the time.

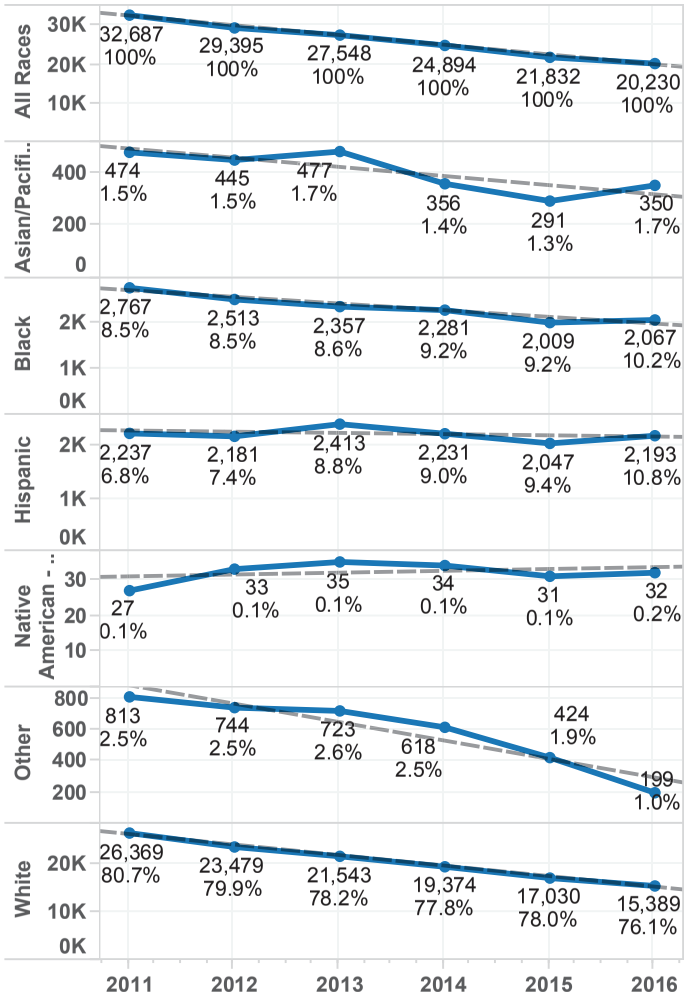
For BPD, Hispanic drivers were stopped 15.8% of the time and Black drivers were stopped 13.3% of the time.

Searches were high for Native American/Alaskan Native drivers (21.7%), Hispanic drivers (14.4%) and Black drivers (12.3%). All Races combined was 7.8%.

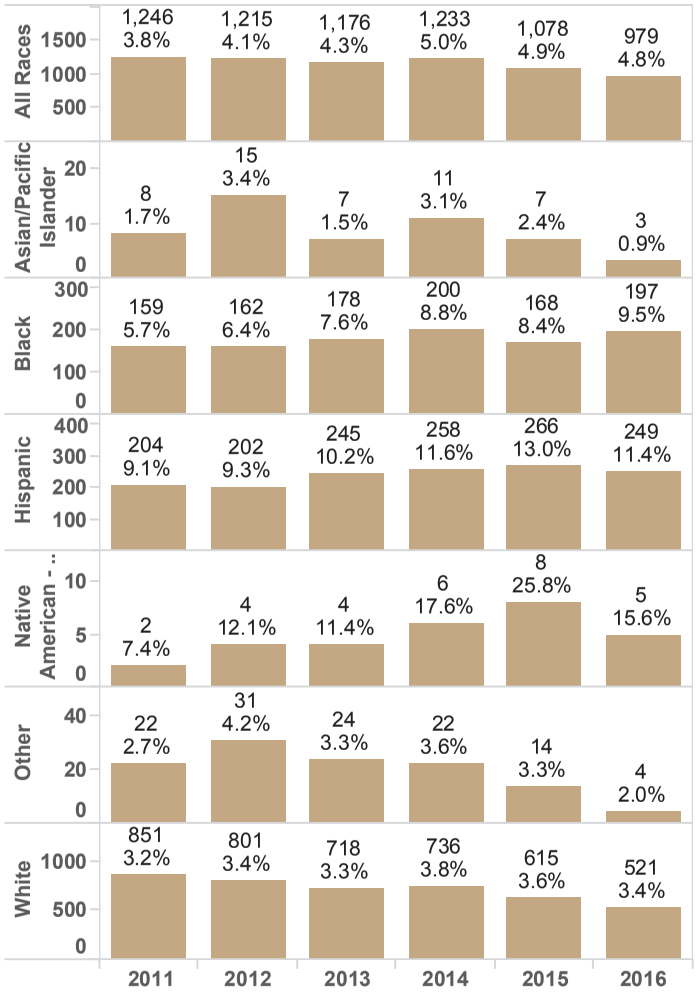
BPD traffic stop arrest percentage was high for Native American/Alaskan Native drivers (8.7%), Hispanic drivers (4.4%) and Black drivers (3.3%). All Races combined was 2.4%.

# TRAFFIC STOP REPORT DATA (SARPY CO)

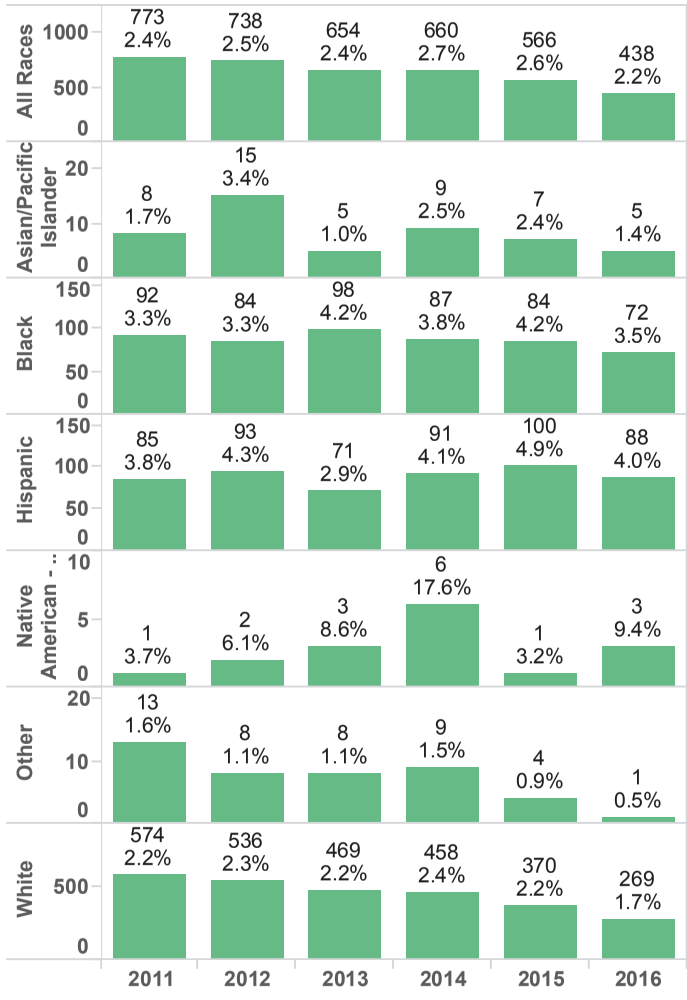
## TRAFFIC STOP TREND LINES BY RACE




## TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE




## TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE




## COUNTY POPULATION

| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|
| American Indian a.. | 0.3% | 0.3% | 0.3% | 0.3% | 0.3% | 0.4% |
| Asian | 2.1% | 2.1% | 2.1% | 2.0% | 2.0% | 2.2% |
| Black | 3.9% | 4.0% | 3.9% | 3.9% | 4.0% | 3.9% |
| Hispanic | 6.8% | 7.0% | 7.3% | 7.6% | 7.9% | 8.1% |
| Other | 2.7% | 2.6% | 2.6% | 2.8% | 2.8% | 2.7% |
| White | 84.3% | 84.1% | 83.8% | 83.4% | 83.0% | 82.6% |

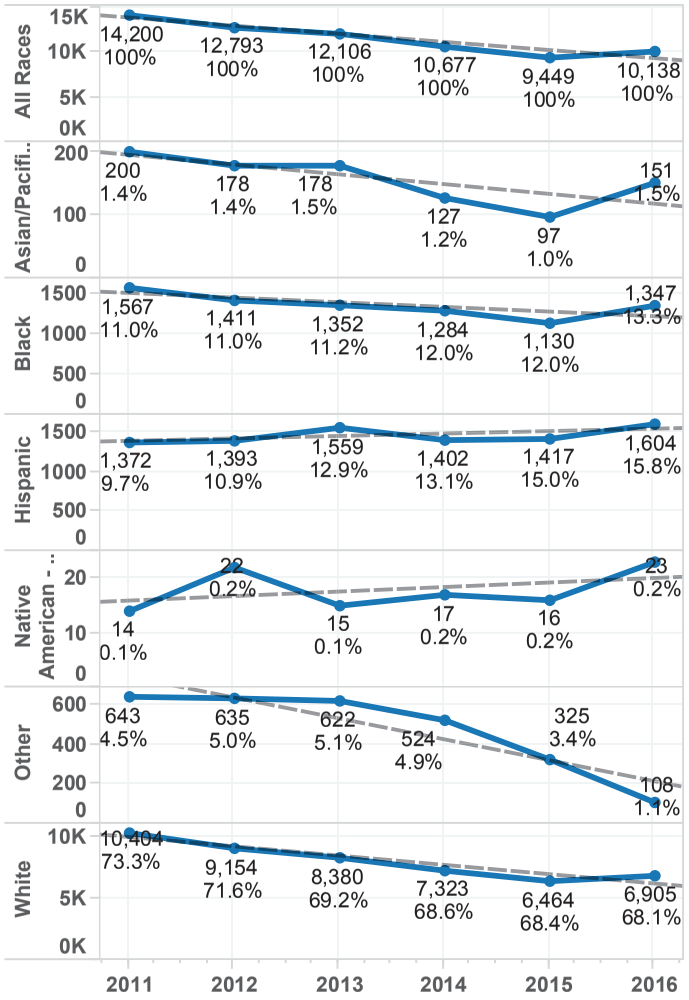
## DATA SUBMISSION COUNT

| | 2011 Q1 | 2011 Q2 | 2011 Q3 | 2011 Q4 | 2012 Q1 | 2012 Q2 | 2012 Q3 | 2012 Q4 | 2013 Q1 | 2013 Q2 | 2013 Q3 | 2013 Q4 | 2014 Q1 | 2014 Q2 | 2014 Q3 | 2014 Q4 | 2015 Q1 | 2015 Q2 | 2015 Q3 | 2015 Q4 | 2016 Q1 | 2016 Q2 | 2016 Q3 | 2016 Q4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SARPY CO SO PAPILLION | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| BELLEVUE PD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| PAPILLION PD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| LA VISTA PD OMAHA | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| **Grand Total** | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |

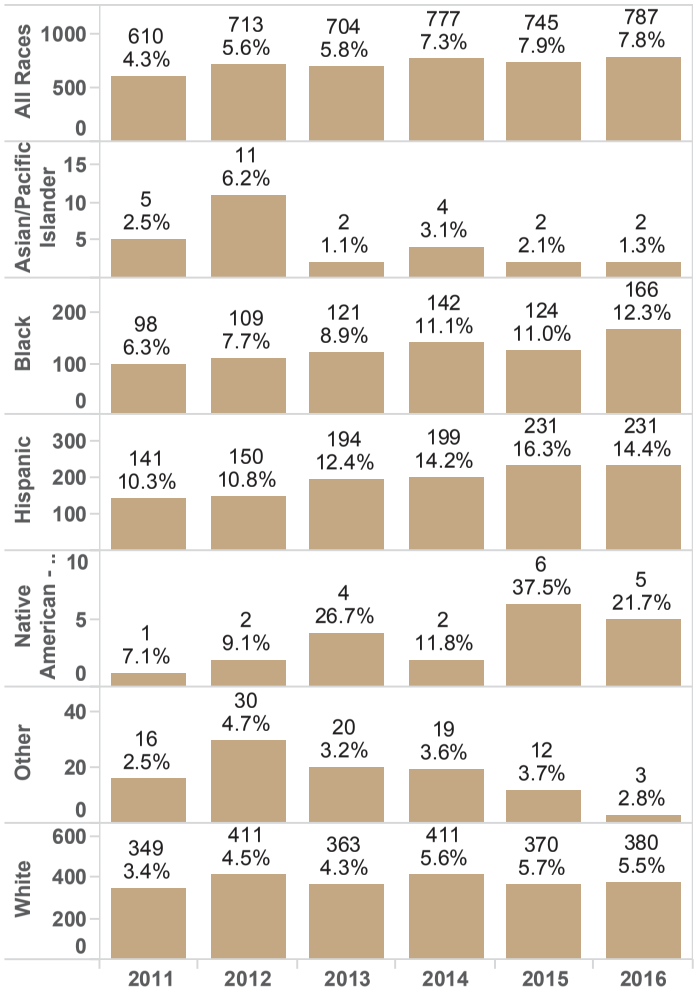
Produced by the Nebraska Crime Commission

# TRAFFIC STOP REPORT DATA (BELLEVUE PD)

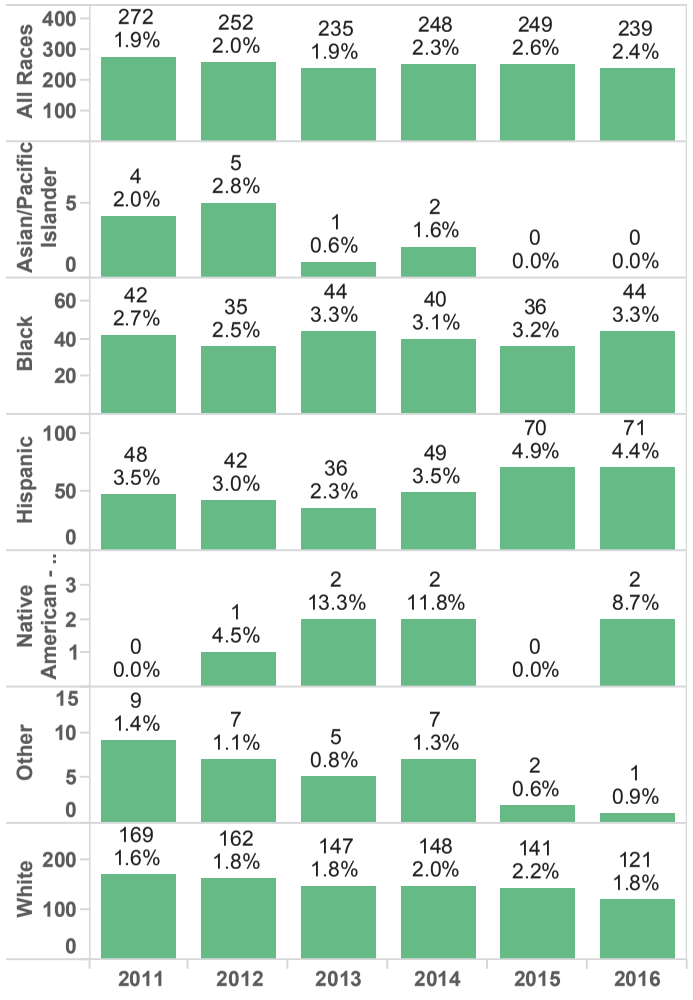
## TRAFFIC STOP TREND LINES BY RACE




## TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE




## TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE




## CITY POPULATION

| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|
| American Indian a.. | 0.3% | 0.4% | 0.6% | 0.6% | 0.6% | 0.6% |
| Asian | 2.6% | 2.4% | 2.3% | 2.0% | 2.4% | 2.7% |
| Black | 7.2% | 6.8% | 6.3% | 6.3% | 6.5% | 6.4% |
| Hispanic | 11.1% | 12.7% | 13.5% | 13.7% | 13.4% | 14.1% |
| Other | 3.0% | 2.9% | 3.0% | 3.1% | 3.0% | 2.9% |
| White | 75.8% | 74.9% | 74.2% | 74.3% | 74.1% | 73.2% |

## DATA SUBMISSION COUNT

| | 2011 Q1 | 2011 Q2 | 2011 Q3 | 2011 Q4 | 2012 Q1 | 2012 Q2 | 2012 Q3 | 2012 Q4 | 2013 Q1 | 2013 Q2 | 2013 Q3 | 2013 Q4 | 2014 Q1 | 2014 Q2 | 2014 Q3 | 2014 Q4 | 2015 Q1 | 2015 Q2 | 2015 Q3 | 2015 Q4 | 2016 Q1 | 2016 Q2 | 2016 Q3 | 2016 Q4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BELLEVUE PD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| **Grand Total** | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

# HALL COUNTY TRAFFIC STOPS

The following page show figures that represent data submitted from only those agencies within Hall County. The frequency of traffic stops within Hall County showed a increase in 2016. The majority of the traffic stops in Hall County were by the Grand Island PD (GIPD).

Black drivers in Hall County were stopped more than twice as often by a Hall County law enforcement agency, when comparing percentage of stops to the population percentage in 2016. (4.4% to 2.1%)

The 2016 search percentage is high for Native American/Alaskan Native (17.6%), and Other drivers (14.3%). All Races combined are searched 5.5% of the time.

The 2016 traffic stop arrest percentage is high for Native American/Alaska Native (11.8%), Hispanic drivers (6.6%) and Black drivers (5.1%). All Races combined are arrested 3.9% of the time.

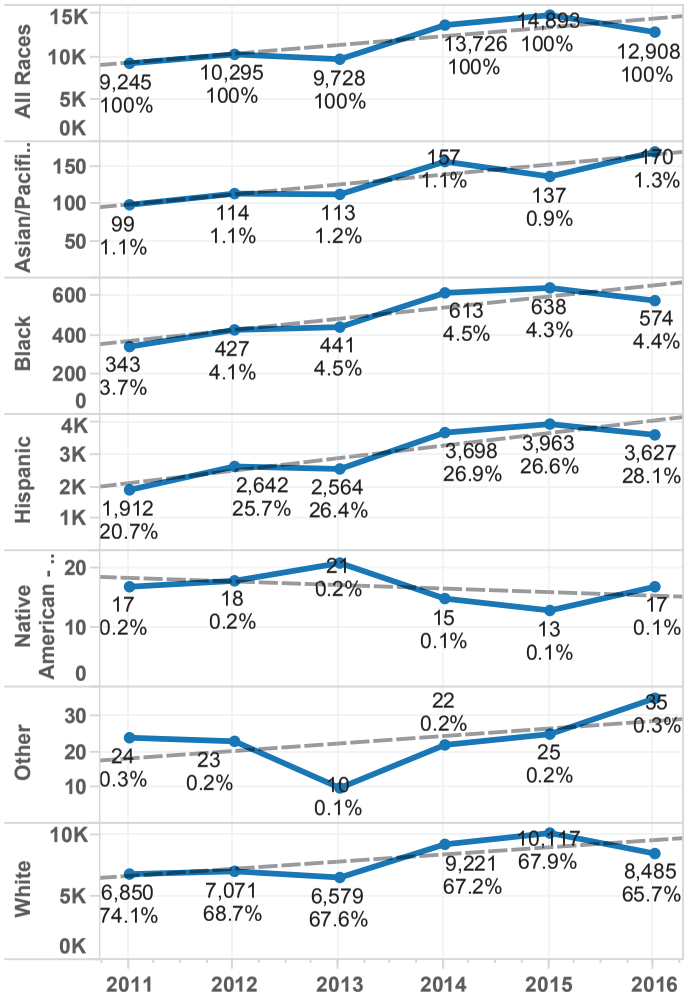
For GIPD, Hispanic drivers were stopped 35.5% of the time and Black drivers were stopped 5.7% of the time.

Searches were high for Native American/Alaskan Native drivers (33.3%), Other drivers (20.0%) and Hispanic drivers (9.2%). All Races combined was 7.7%.

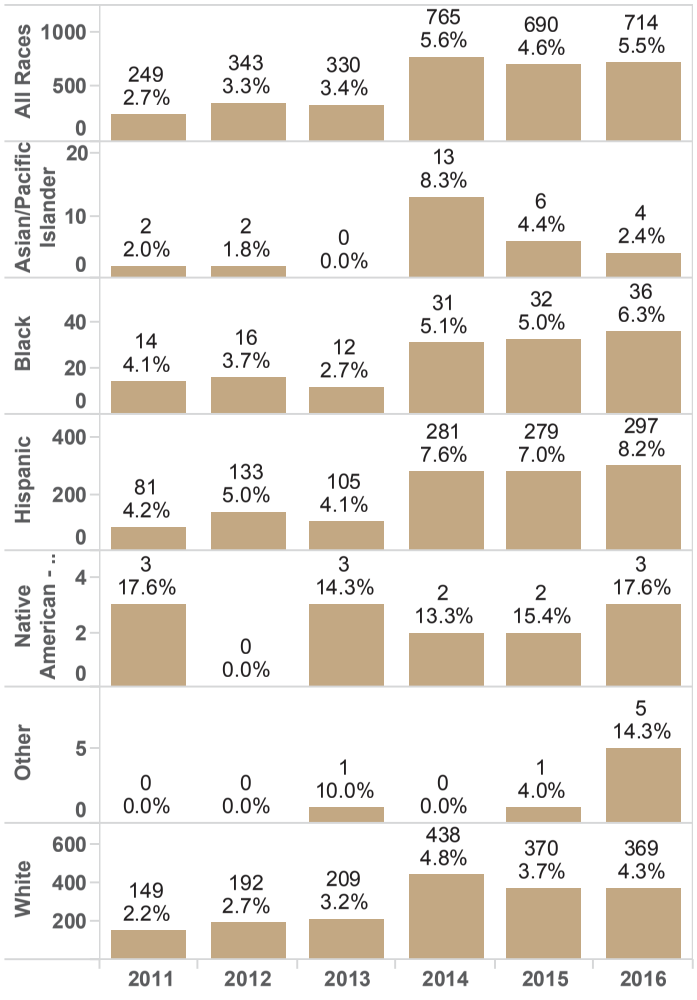
GIPD traffic stop arrest percentage was high for Native American/Alaskan Native drivers (22.2%), Hispanic drivers (7.8%) and Black drivers (6.3%). All Races combined was 5.7%.

# TRAFFIC STOP REPORT DATA (HALL CO)

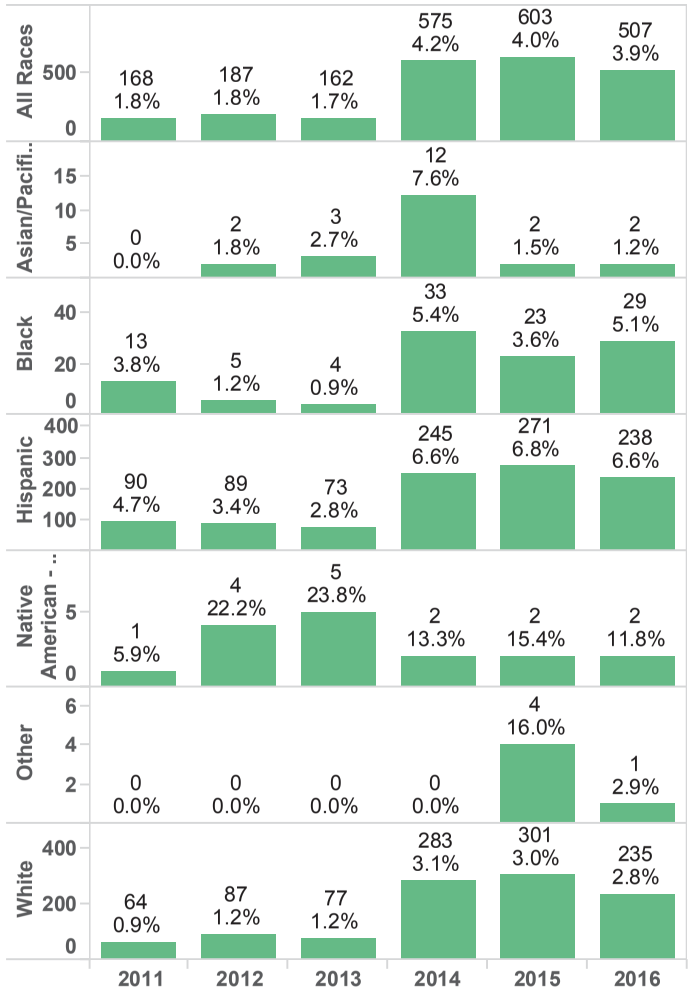
## TRAFFIC STOP TREND LINES BY RACE




## TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE




## TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE




## COUNTY POPULATION

| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|
| American Indian a.. | 0.4% | 0.4% | 0.5% | 0.4% | 0.4% | 0.4% |
| Asian | 1.1% | 0.9% | 1.0% | 1.1% | 1.1% | 1.0% |
| Black | 1.7% | 2.0% | 1.9% | 1.9% | 2.1% | 2.1% |
| Hispanic | 21.2% | 22.1% | 23.2% | 24.2% | 24.9% | 25.5% |
| Other | 0.7% | 0.8% | 0.8% | 0.9% | 0.9% | 1.2% |
| White | 75.0% | 73.8% | 72.7% | 71.5% | 70.5% | 69.8% |

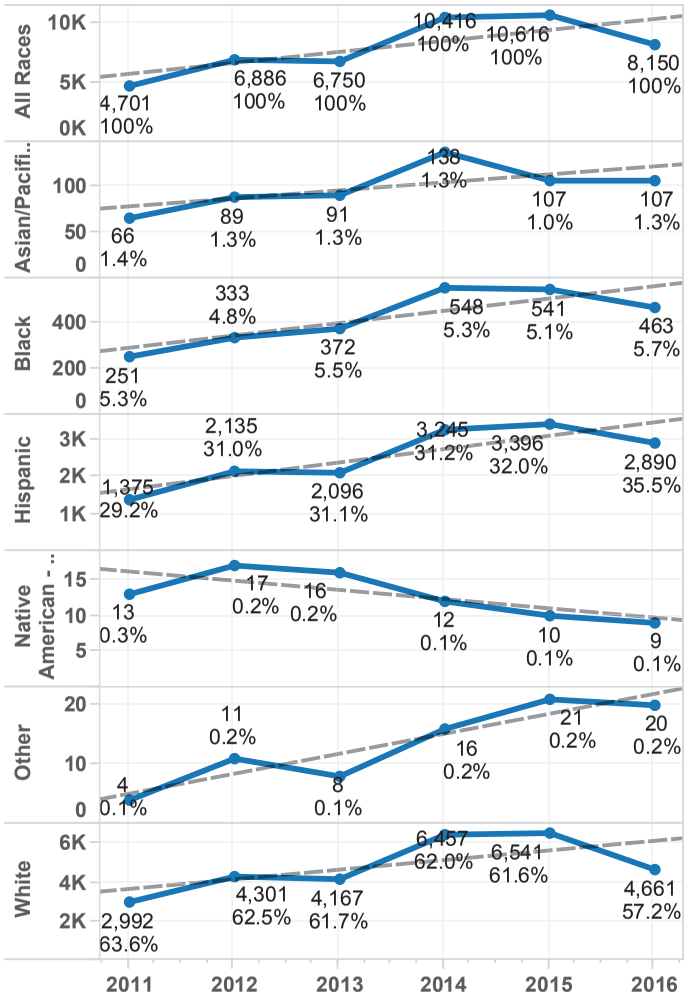
## DATA SUBMISSION COUNT

| | 2011 Q1 | 2011 Q2 | 2011 Q3 | 2011 Q4 | 2012 Q1 | 2012 Q2 | 2012 Q3 | 2012 Q4 | 2013 Q1 | 2013 Q2 | 2013 Q3 | 2013 Q4 | 2014 Q1 | 2014 Q2 | 2014 Q3 | 2014 Q4 | 2015 Q1 | 2015 Q2 | 2015 Q3 | 2015 Q4 | 2016 Q1 | 2016 Q2 | 2016 Q3 | 2016 Q4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HALL CO SO GRAND ISLAND | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| GRAND ISLAND PD | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| **Grand Total** | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |

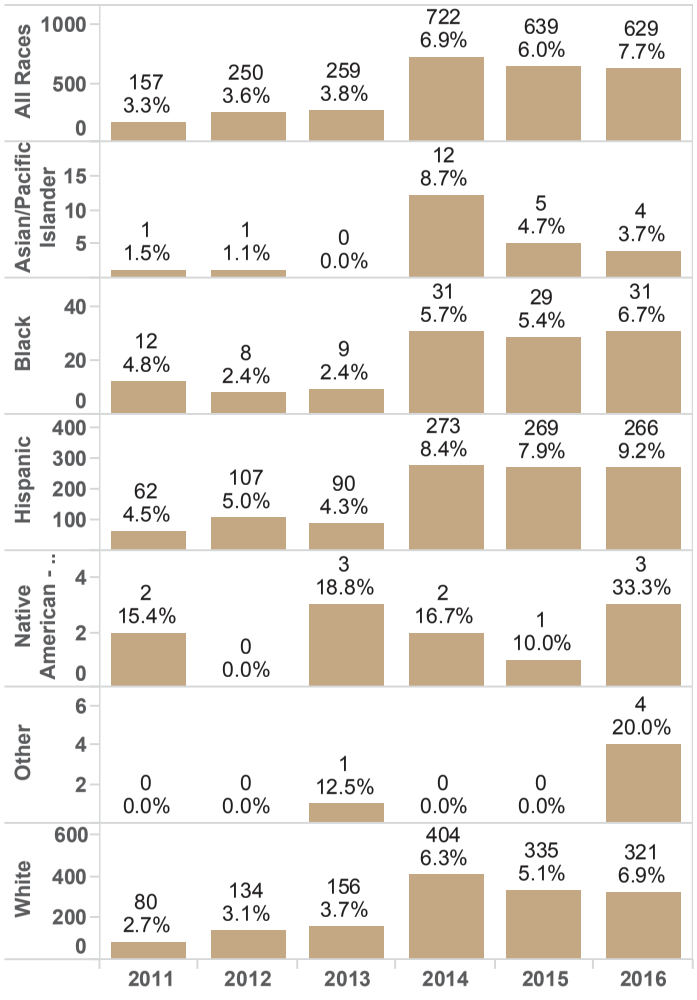
Produced by the Nebraska Crime Commission

# TRAFFIC STOP REPORT DATA (GRAND ISLAND PD)

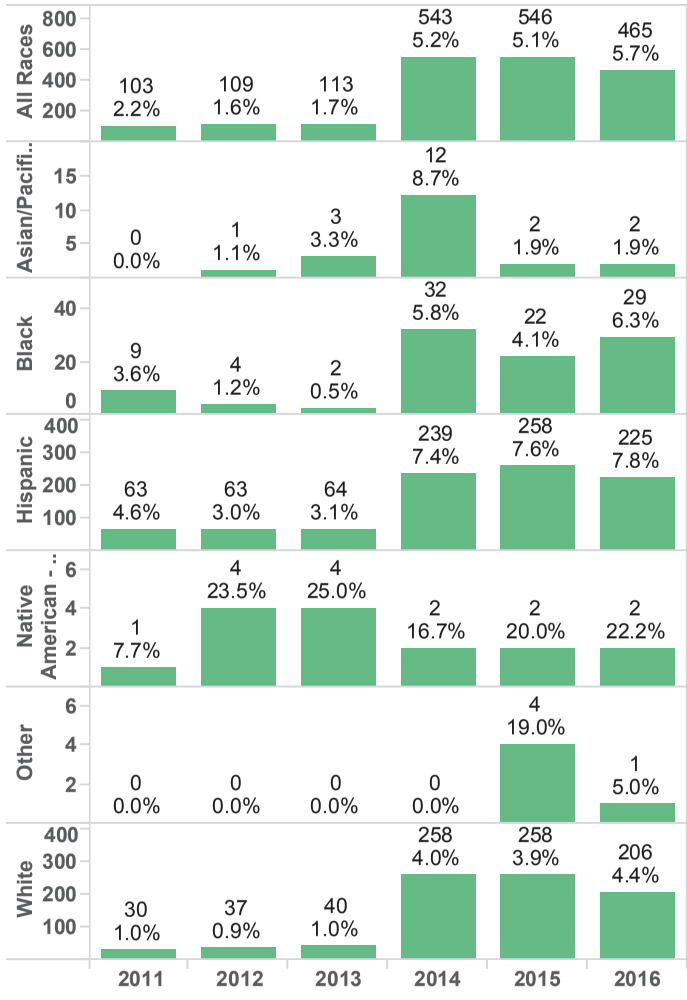
## TRAFFIC STOP TREND LINES BY RACE




## TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE




## TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE




## CITY POPULATION

| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|
| American Indian a.. | 0.4% | 0.4% | 0.6% | 0.4% | 0.5% | 0.4% |
| Asian | 1.1% | 1.0% | 1.1% | 1.2% | 1.3% | 1.2% |
| Black | 2.0% | 2.2% | 2.1% | 2.2% | 2.4% | 2.4% |
| Hispanic | 24.1% | 25.1% | 26.2% | 27.4% | 28.0% | 29.0% |
| Other | 0.7% | 0.8% | 0.9% | 0.9% | 1.0% | 1.2% |
| White | 71.6% | 70.5% | 69.2% | 67.9% | 66.9% | 65.8% |

## DATA SUBMISSION COUNT

| | 2011 Q2 | 2011 Q3 | 2011 Q4 | 2012 Q1 | 2012 Q2 | 2012 Q3 | 2012 Q4 | 2013 Q1 | 2013 Q2 | 2013 Q3 | 2013 Q4 | 2014 Q1 | 2014 Q2 | 2014 Q3 | 2014 Q4 | 2015 Q1 | 2015 Q2 | 2015 Q3 | 2015 Q4 | 2016 Q1 | 2016 Q2 | 2016 Q3 | 2016 Q4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND ISLAND PD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| **Grand Total** | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

# BUFFALO COUNTY TRAFFIC STOPS

The following page show figures that represent data submitted from only those agencies within Buffalo County. The frequency of traffic stops within Buffalo County showed a increase in 2016. The majority of the traffic stops in Buffalo County were by the Kearney PD (KPD).

The 2016 search percentage is high for Black drivers (2.9%), Other drivers (2.9%) and Hispanic drivers (1.9%). All Races combined are searched 1.3% of the time.

The 2016 traffic stop arrest percentage is high for Native American/Alaskan Native (5.6%), Hispanic (4.7%), and Black drivers (3.2%). All Races combined are arrested 1.9% of the time.

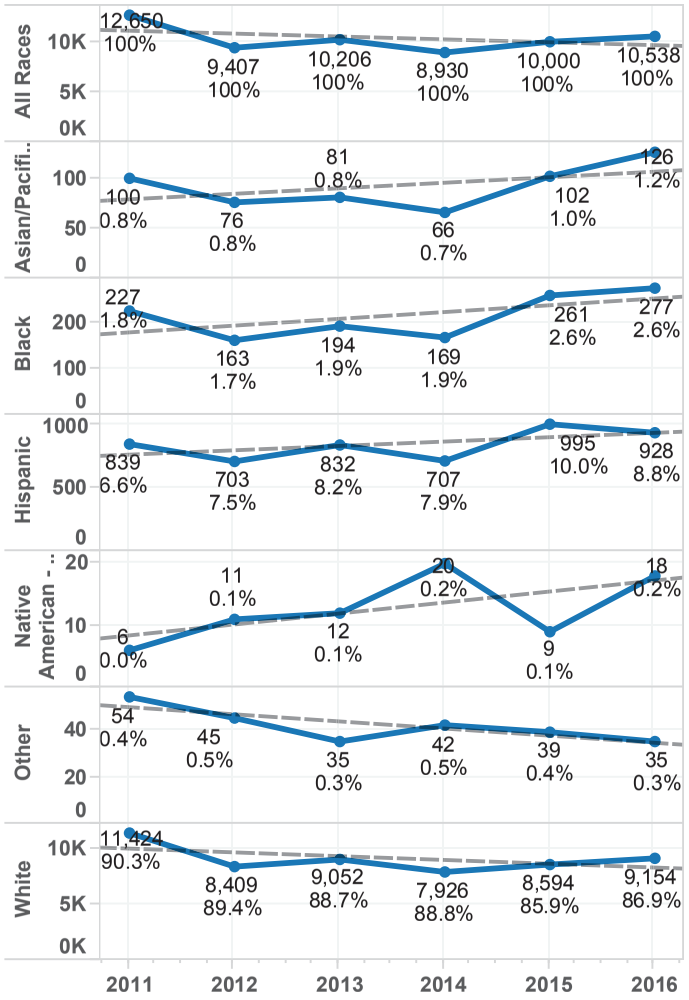
For KPD, Hispanic drivers were stopped 7.5% of the time and Black drivers were stopped 2.6% of the time.

Searches were high for Other drivers (4.0%), Black drivers (3.1%) and Hispanic drivers (2.3%). All Races combined was 1.6%.

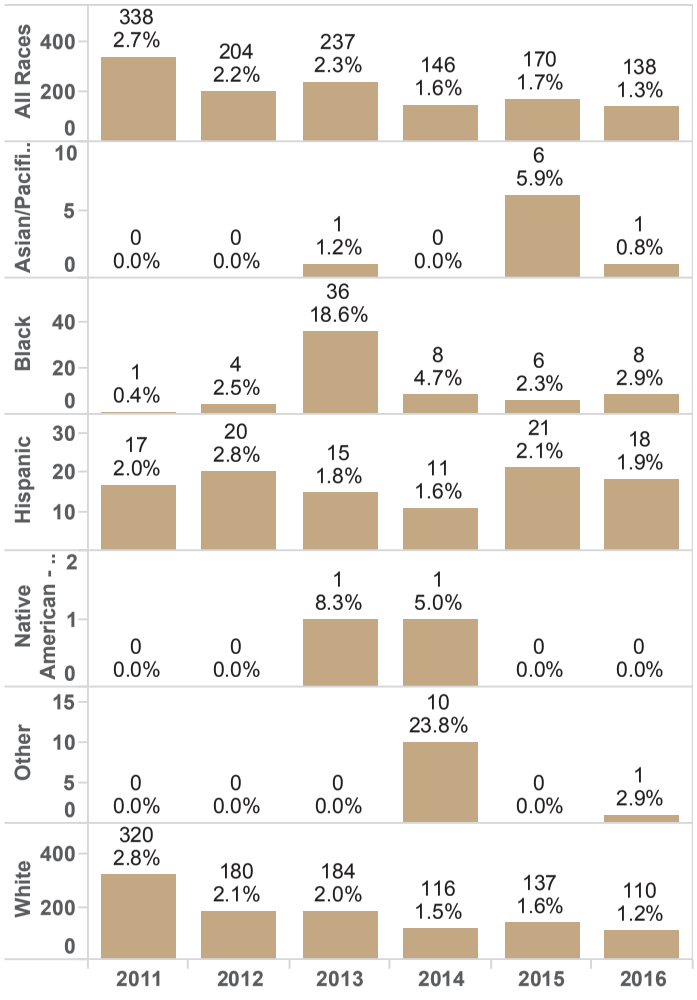
KPD traffic stop arrest percentage was high for Native American/Alaskan Native drivers (6.7%), Hispanic drivers (3.5%) and Black drivers (3.1%). All Races combined was 1.5%.

# TRAFFIC STOP REPORT DATA (BUFFALO CO)

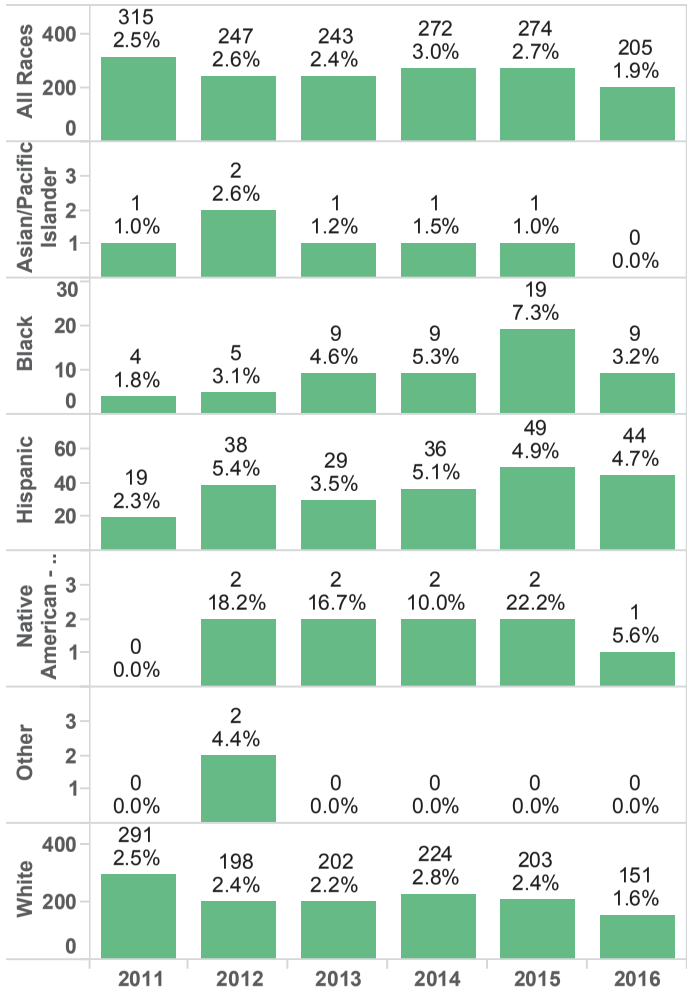
## TRAFFIC STOP TREND LINES BY RACE




## TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE




## TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE




## COUNTY POPULATION

| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|
| American Indian a.. | 0.1% | 0.1% | 0.2% | 0.1% | 0.1% | 0.2% |
| Asian | 1.1% | 1.0% | 1.1% | 1.1% | 1.2% | 1.2% |
| Black | 0.7% | 0.8% | 0.7% | 0.8% | 0.9% | 1.1% |
| Hispanic | 6.9% | 7.1% | 7.4% | 7.8% | 8.0% | 8.3% |
| Other | 1.3% | 1.3% | 1.5% | 1.5% | 1.5% | 1.3% |
| White | 90.0% | 89.6% | 89.2% | 88.7% | 88.2% | 87.9% |

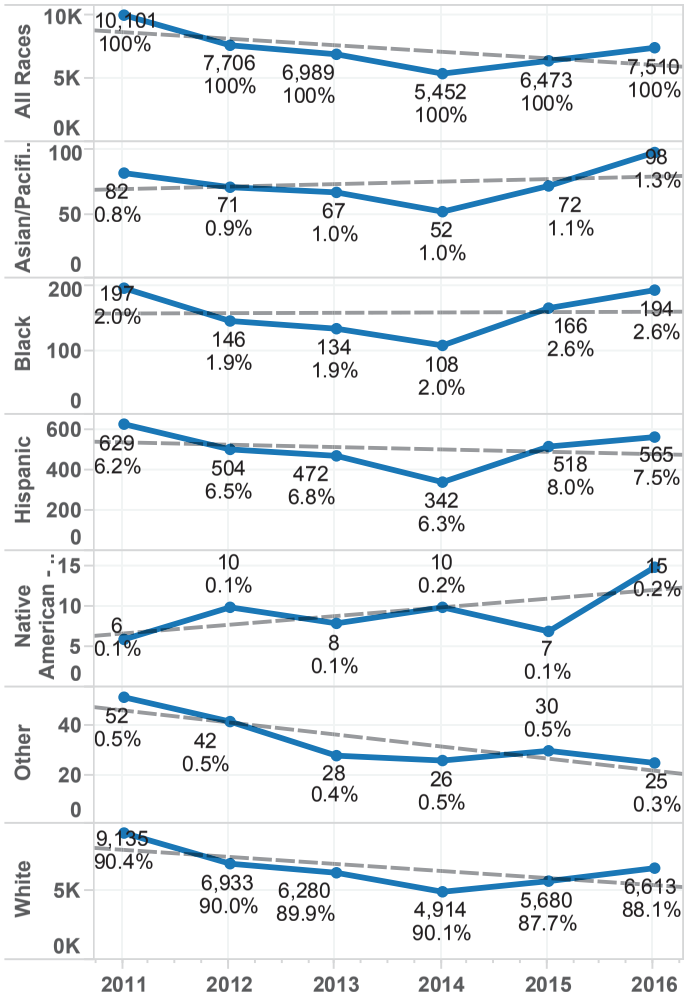
## DATA SUBMISSION COUNT

| | 2011 Q1 | 2011 Q2 | 2011 Q3 | 2011 Q4 | 2012 Q1 | 2012 Q2 | 2012 Q3 | 2012 Q4 | 2013 Q1 | 2013 Q2 | 2013 Q3 | 2013 Q4 | 2014 Q1 | 2014 Q2 | 2014 Q3 | 2014 Q4 | 2015 Q1 | 2015 Q2 | 2015 Q3 | 2015 Q4 | 2016 Q1 | 2016 Q2 | 2016 Q3 | 2016 Q4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BUFFALO CO SO KEARNEY | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| KEARNEY PD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| RAVENNA PD | 1 | 1 | 1 | 1 | 1 | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| SHELTON PD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| UNK | | | | | | | | | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| **Grand Total** | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |

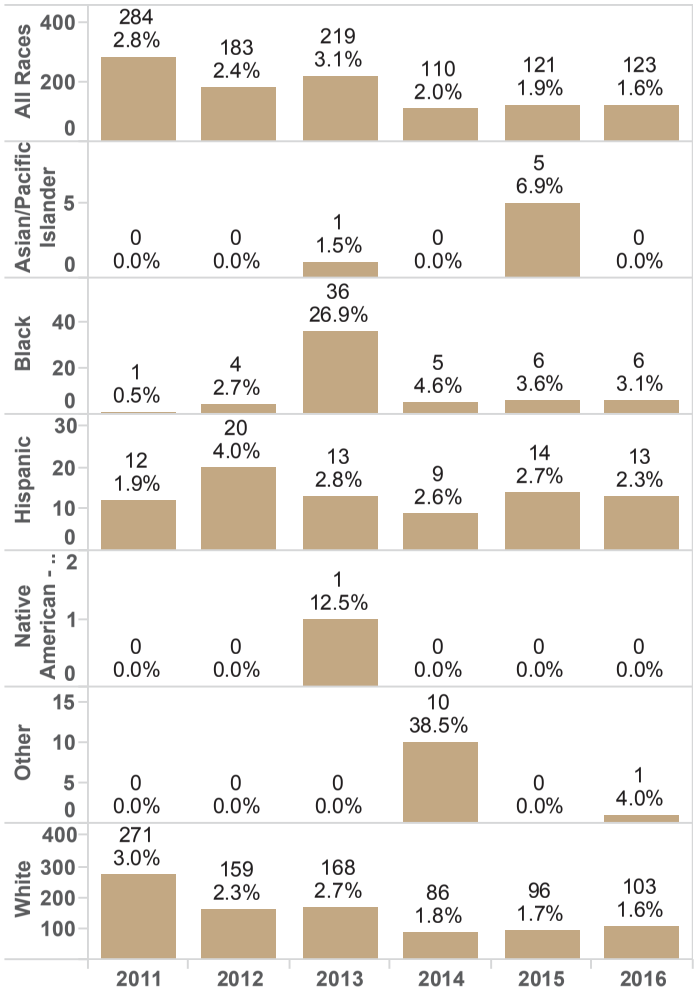
Produced by the Nebraska Crime Commission

# TRAFFIC STOP REPORT DATA (KEARNEY PD)

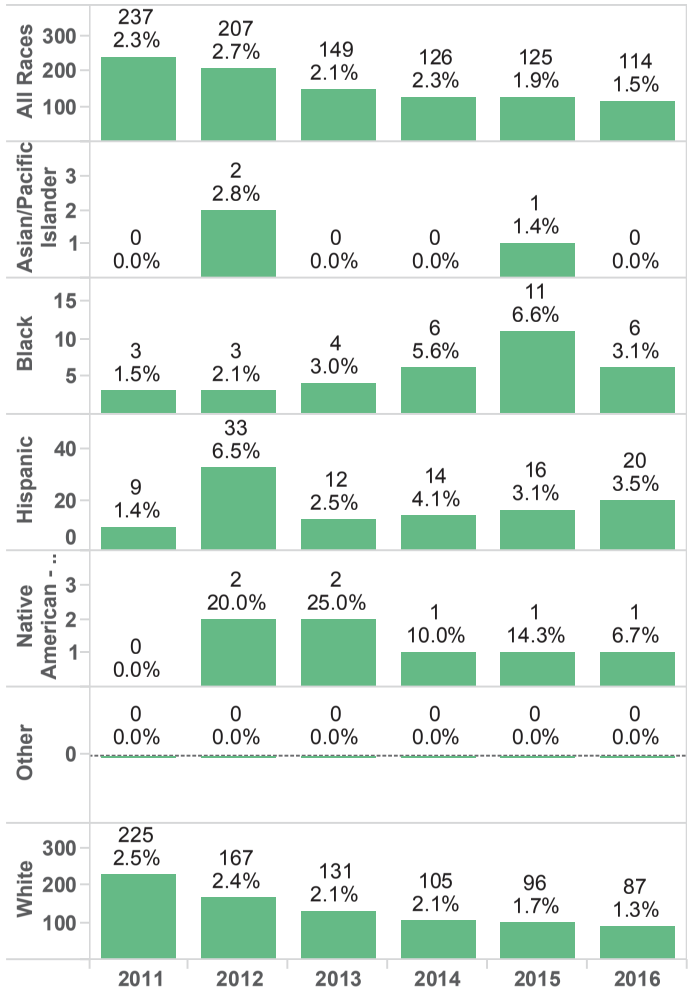
## TRAFFIC STOP TREND LINES BY RACE




## TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE




## TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE




## CITY POPULATION

| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|
| American Indian a.. | 0.1% | 0.1% | 0.2% | 0.1% | 0.1% | 0.2% |
| Asian | 1.5% | 1.4% | 1.5% | 1.5% | 1.7% | 1.7% |
| Black | 0.9% | 0.9% | 0.8% | 1.0% | 1.1% | 1.4% |
| Hispanic | 7.2% | 8.1% | 8.2% | 7.8% | 8.1% | 8.2% |
| Other | 1.6% | 1.5% | 1.7% | 1.9% | 1.9% | 1.4% |
| White | 88.8% | 88.0% | 87.6% | 87.7% | 87.1% | 87.1% |

## DATA SUBMISSION COUNT

| | 2011 Q1 | 2011 Q2 | 2011 Q3 | 2011 Q4 | 2012 Q1 | 2012 Q2 | 2012 Q3 | 2012 Q4 | 2013 Q1 | 2013 Q2 | 2013 Q3 | 2013 Q4 | 2014 Q1 | 2014 Q2 | 2014 Q3 | 2014 Q4 | 2015 Q1 | 2015 Q2 | 2015 Q3 | 2015 Q4 | 2016 Q1 | 2016 Q2 | 2016 Q3 | 2016 Q4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KEARNEY PD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| **Grand Total** | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |