RHODE ISLAND TRAFFIC STOP STATISTICS 2004-2005 FINAL REPORT

TECHNICAL REPORT

Section 1:
Driving Population Draw Calculation

Section 2:
Road Survey Protocol and Findings:
North Smithfield, Narragansett, Westerly, North Kingstown, South Kingstown

Section 3:
Individual Race Disparity Charts

Section 4:
Individual Agency Detailed Stop Data Reports

Section 5:
Individual Agency Search Reports by Location

SECTION 1:
DRIVING POPULATION ESTIMATE DRAW CALCULATIONS

	Total Employees 2000 (%)	% State Retails Sales 1999	% of State Acc./ Food Service 1997	% of State Traffic Volume	Total of Economic Indicators	Average of Economic Indicators
Scituate	0.40%	1.08%	0.14%	0.97%	2.58%	0.65%
Burrillville	0.77%	0.44%	0.58%	0.94%	2.73%	0.68%
Little Compton	0.18%	0.13%	2.70%	0.58%	3.60%	0.90%
Barrington	0.64%	0.54%	0.34%	2.13%	3.65%	0.91%
Central Falls	0.80%	1.58%	0.59%	1.04%	4.02%	1.01%
Foster	0.18%	0.14%	2.70%	1.08%	4.10%	1.03%
Tiverton	0.69%	0.97%	0.43%	2.36%	4.45%	1.11%
Richmond	0.41%	0.33%	2.70%	1.04%	4.48%	1.12%
Hopkinton	0.37%	0.49%	2.70%	0.97%	4.54%	1.13%
Jamestown	0.33%	0.24%	2.70%	1.27%	4.54%	1.14%
Glocester	0.39%	0.26%	2.70%	1.23%	4.58%	1.15%
Charlestown	0.40%	0.31%	2.70%	1.24%	4.65%	1.16%
North Smithfield	0.95%	0.87%	0.73%	2.30%	4.85%	1.21%
Coventry	1.74%	1.28%	0.57%	1.74%	5.33%	1.33%
Narraganset	1.11%	0.69%	1.73%	2.02%	5.56%	1.39%
Warren	0.97%	1.12%	1.14%	3.10%	6.33%	1.58%
Bristol	1.62%	1.38%	1.12%	3.63%	7.75%	1.94%
North Providence	2.13%	1.72%	1.62%	2.78%	8.24%	2.06%
Smithfield	2.59%	2.04%	1.72%	2.09%	8.44%	2.11%
West Greenwich	0.64%	0.22%	2.70%	5.11%	8.67%	2.17%
Portsmouth	1.52%	1.10%	2.70%	3.66%	8.97%	2.24%
West Warwick	1.94%	2.71%	1.57%	3.00%	9.21%	2.30%
Cumberland	1.96%	3.54%	0.93%	2.85%	9.28%	2.32%
East Greenwich	1.53%	1.54%	1.44%	4.82%	9.33%	2.33%
Lincoln	2.79%	3.41%	1.17%	2.01%	9.38%	2.34%
South Kingstown	2.70%	2.10%	2.27%	2.51%	9.57%	2.39%
Johnston	2.64%	2.48%	1.82%	3.11%	10.05%	2.51%
Westerly	2.09%	3.72%	2.70%	2.09%	10.60%	2.65%
Middletown	2.33%	2.72%	2.75%	3.08%	10.88%	2.72%
North Kingstown	2.76%	4.07%	1.78%	5.54%	14.15%	3.54%
Woonsocket	3.24%	6.15%	2.15%	2.86%	14.40%	3.60%
East Providence	5.19%	6.64%	3.18%	3.20%	18.21%	4.55%
Pawtucket	6.86%	5.41%	2.52%	3.62%	18.42%	4.60%
Newport	3.22%	2.82%	9.60%	4.34%	19.99%	5.00%
Cranston	7.26%	9.31%	4.98%	4.29%	25.84%	6.46%
Warwick	11.10%	11.64%	10.31%	5.21%	38.26%	9.57%
Providence	23.55%	14.80%	15.81%	6.20%	60.36%	15.09%

SECTION TWO:
ROAD SURVEY DESIGN
2004-2005 RHODE ISLAND TRAFFIC STOP STATISTICS STUDY

NORTH SMITHFIELD AND SOUTH COUNTY, RHODE ISLAND

In the 2003 Final Report for the Traffic Stop Statistics Act researchers from Northeastern University developed a series of estimated driving population demographics for each community. The racial demographic of traffic stops were then compared to the estimated driving population demographics in each city or town. Following the 2003 release of the Final Report for the Traffic Stop Statistics Act, 2000, some concerns were raised by some members of the law enforcement community about the use of a driving population estimate as a benchmark against which to compare traffic stops. In response to these concerns, researchers at Northeastern University determined it would be helpful to conduct supplemental road surveys in locations where questions about the estimated driving population calculation were raised following the first study.

During the fall of 2004 and spring of 2005 Northeastern University research staff actively sought out agencies that were willing to work together with NU staff to plan and implement road observation surveys during the summer of 2005. Through discussion with the Rhode Island Justice Commission it was determined the most productive of limited resources and time would be to conduct road surveys in locations with road conditions and commuting patterns that differed from the surveys conducted in East Providence and Warwick during the original study. North Smithfield and four communities in South County, including Narragansett, Westerly, South Kingstown and North Kingstown, were selected for road surveys. North Smithfield represents a jurisdiction North of Providence that experiences heavy commuting patterns between Massachusetts and Rhode Island. The agencies in South County represent jurisdictions that experience high volumes of non-resident driving many of whom use local roads to access vacation or tourist destinations.

Road Survey Methodology

For the 2005 road surveys, both stationary and rolling road survey methods were utilized, similar to that employed to validate the driving population estimate in the original 2003 study to measure the demographics of individuals on the roadways in particular locations within a city.[1] Since it is not possible to obtain a full count of drivers in a given area and timeframe, these locations were chosen to represent a cross-section of the driving population in the jurisdictions under study. Working closely with representatives from

---

[1] In the rolling road survey teams of three to four individuals were assigned to test vehicles. Observers, utilizing a stopwatch, took an observation for a target vehicle approximately every 30 seconds. Observers recorded information on cars as they passed the test vehicle, noting the driver race, gender, number of occupants and license plate information. For the stationary road surveys, observers worked in teams of two taking stationary observations of cars passing through intersections. The observers moved across the corners of the intersection every 15 minutes to capture the demographics of drivers entering and leaving the intersection at various points.

each police department, intersections were chosen with high police activity which would provide a useful snapshot of drivers within their community. If a motorist were to drive through either North Smithfield or one of the communities in South County on any given day, that motorist would almost certainly travel through at least one of the selected survey intersections.

Surveyors received training at Northeastern before conducting the road surveys, and pilot road surveys were carried out in both North Smithfield and South County to test inter-rater reliability – the extent to which two or more observers agree on the race of the driver in each test vehicle. Data from surveyors who collected information within the same location were also compared to test inter-rater reliability. Overall 15,524 observations were taken in North Smithfield, 12,173 observations were taken in Narragansett, 4,952 observations were taken in North Kingstown, 10,406 observations were taken in South Kingstown and 21,826 observations were taken in Westerly between June and October of 2005.

NORTH SMITHFIELD ANALYSIS

In the original Rhode Island Traffic Stop Statistics Report, released in June 2003, 14.7% of all the traffic stops in North Smithfield were of non-white motorists compared to a non-white driving population estimate of 2.9% for the city, yielding a disparity of 11.8%. This meant that the City of North Smithfield fell into a statewide category of high concern. Concerns were raised at the time of the release of the first report that the estimated driving population may not accurately capture the driving demographics in North Smithfield. In order to assess the accuracy of the citywide driving population estimate that was calculated for North Smithfield, we conducted observational road surveys in four locations[2] throughout the city that corresponded with North Smithfield patrol areas. Teams of trained observers recorded the driving demographics of motorists within each of the locations for different times of the day (morning, afternoon and evening.)[3] In total 15,524 observations were recorded in North Smithfield across multiple survey days between June and October 2005.

Table 1 Observed Driving Population Demographics

Location	
146A & Park Ave.	45.5%
146A & N. Main St.	32.7%
146 (Twin River Road Exit) to 146A & Park Ave.	10.9%
146/MA border to 146/146A split	10.9%
Race	
White	90.4%
Black	3.6%
Hispanic	4.0%
Asian	1.9%
Other	0.1%
Gender	
Male	61.6%
Female	38.4%
State	
Rhode Island	75.5%
Massachusetts	21.1%
Other	3.4%

[2] In North Smithfield we used a combination of stationary and rolling road surveys to capture various types of traffic activity in the survey locations. Specific survey locations were selected against which each of the Patrol Areas was compared. In order to capture the driving demographics of Patrol Areas 1 and 4, observers conducted surveys at the intersection of Eddie Dowling Hwy. and Park Ave. and by driving North and South along Eddie Dowling Hwy. from the Eddie Dowling Hwy./ Park Ave. intersection to the Twin River Road Exit. Road surveys were also conducted at the intersection of North Main St. and Victory Hwy. to capture the driving demographics of Patrol Area 3 and along RI-146 North and South from the 146/146a split to the Massachusetts-Rhode Island border in order to capture the driving demographics of Patrol Area 5.

[3] Each location was divided into three 4-hour time blocks: 8am-12pm, 12pm-4pm, and 4pm-8pm. Road surveys were not conducted after 8pm due to the difficulty in accurately observing drivers after this time.

Across all four survey locations white motorists made up 90.4% of the observed drivers, black drivers 3.6%, Hispanic drivers 4.0%, Asian drivers 1.9% and drivers from other racial groups less than 1% (Table 1). The majority of drivers across all four locations were from Rhode Island (75.5%). Of the observed drivers, 61.1% were male and 38.4% were female.

Table 2 Observed Driving Population Demographics by Location

	146A & Park Ave.	146A & N. Main St.	146 (Twin River Rd) to Park Ave. & 146A	146/MA border to 146/146A split
Race				
White	86.5%	97.3%	85.0%	91.5%
Black	5.6%	0.6%	4.9%	2.6%
Hispanic	5.2%	1.4%	7.3%	3.5%
Asian	2.7%	0.6%	2.8%	2.2%
Other	0.1%	0%	0.1%	0.1%
Gender				
Male	58.2%	62.5%	64%	70.5%
Female	41.8%	37.5%	36%	29.5%
State				
Rhode Island	89.2%	70.0%	66.0%	36.8%
Massachusetts	9.0%	27.4%	28.7%	54.5%
Other	1.8%	2.6%	5.3%	8.7%

The demographics of drivers in North Smithfield differed in each of our observation locations (Table 2). At the intersection of 146A and Park Drive 13.5% of the observed drivers were non-white, while at the intersection of 146A and N. Main Street only 2.7% of the observed drivers were non-white.

Now that we understand the differences that exist between observations in each location it is important to compare the demographics of traffic stop data with the demographics of observation data within each patrol area. To most appropriately make comparisons between the stops recorded by the police in their designated patrol areas and the observations of drivers taken by surveyors we re-defined the survey locations to match the North Smithfield patrol areas.[4] Table 3 illustrates the proportion of stops in each patrol area that were white or non-white and the total observations in that same patrol area that were white and non-white. The final column in Table 3 provides the differences between stop populations and observed populations for each patrol area.

[4] Following discussions with NSPD staff we determined that road surveys would not be conducted in Patrol Area 2 due to the low numbers of stops in this location and logistical difficulties surveying a section of the town with limited controlled intersections or four lane roadways.

Table 3 Non-White Stops vs. Non-White Observations by Patrol Area

Patrol Area 1	Total Stops=549	Total Observations=6983	Differences between stop data and observation data
White (427)	77.8%	86.5%	-8.7%
Non-White (122)	22.2%	13.6%	8.6%
Patrol Area 3	Total Stops=341	Total Observations=5031	Differences between stop data and observation data
White (316)	92.7%	97.3%	-4.6%
Non-White (25)	7.3%	2.7%	4.6%
Patrol Area 4	Total Stops=1126	Total Observations=8672	Differences between stop data and observation data
White (761)	67.6%	86.2%	-18.6%
Non-White (365)	32.4%	13.9%	18.5%
Patrol Area 5	Total Stops=483	Total Observations=1679	Differences between stop data and observation data
White (368)	76.2%	91.5%	-15.3%
Non-White (115)	23.8%	8.4%	15.4%

It is important to emphasize that the larger the difference in percentage in this final column, the greater the racial disparity. The findings show that some racial disparities are evident in all of the locations in which observations were conducted; however, disparities are greatest in Patrol Area 4.

To understand why racial disparities are greatest in Patrol Area 4 we break down the stops and observations for each racial group in this location. Table 4 illustrates that Hispanics, and to a lesser degree Black motorists, are disproportionately stopped in Patrol Area 4.

Table 4 Difference between Stops and Observations by Race in Patrol Area 4

Race	**% of Total Stops**	**% of Total Observations**	**Difference between % of Stops and % of Observations**
White	67.6%	86.2%	-18.6%
Black	13.0%	5.5%	7.5%
Hispanic	15.5%	5.6%	9.9%
Asian	3.6%	2.7%	0.9%
Other	0.4%	0.1%	0.3%

So now that we know Hispanic and Black motorists are stopped disproportionate to their observed driving populations in Patrol Area 4, we want to know why. Are motorists from different racial groups more likely to be stopped for specific violations which might help us understand how disparities could arise?

An analysis of the stop data reveals that the majority of stops for Hispanic and Black motorists in Patrol Area 4 result from equipment violations. In Table 5, we compare the proportion of stops for equipment violations to the observed driving population for each race to determine if disparities exist. Table 5 also breaks down the percentage of equipment stops and the percentage of observed drivers by morning, afternoon and evening hours to determine if disparities are greater during a specific time period. When the proportion of stops is compared to the proportion of observed drivers for each time period, we find that Black and Hispanic motorists experience the greatest disparities during the evening hours for equipment stop violations.

Table 5 Difference between % of Stops for Equipment Violations and % of Observed Driving Population for each Race in Patrol Area 4

	% Stops for Equipment Violations	% Observed Driving Population	Difference in % of Stops and Observations
Morning			
White	60.4%	89.7%	-29.3%
Black	11.3%	4.6%	6.7%
Hispanic	18.9%	3.7%	15.2%
Asian	7.5%	1.9%	5.6%
Other	1.9%	.2%	1.7%
Afternoon			
White	72.0%	84.4%	-12.4%
Black	5.3%	6.4%	-1.1%
Hispanic	18.7%	5.6%	13.1%
Asian	4.0%	3.6%	0.4%
Other	0%	0%	0%
Evening			
White	56.1%	84.4%	-28.3%
Black	17.5%	5.5%	12.0%
Hispanic	22.8%	7.5%	15.3%
Asian	2.6%	2.6%	0%
Other	0.9%	0%	0.9%

SOUTH COUNTY ANALYSIS

Four communities in South County, Rhode Island (Narragansett, North Kingstown, South Kingstown and Westerly) participated in the observational road surveys in order to test the reliability of the driving population estimate that was calculated for jurisdictions in South County. South County's location along the coast coupled with its proximity to Connecticut, Newport and Providence, Rhode Island make it a popular destination for vacationers and tourists during the summer months, many of whom are driving into South County from other jurisdictions.

Because of the high volume of non-resident driving anticipated during the summer months, surveys were conducted across multiple days during the months of July, August and September 2005 in order to capture an observed driving population that would most accurately reflect the demographics of motorists subject to traffic stops during the summer. Trained surveyors recorded the demographics of drivers in locations[5] that corresponded to patrol areas in each jurisdiction, and observations were conducted for different times of the day (morning, afternoon and evening.)[6]

In Table 1 we compare the percentage of the estimated non-white driving population for each community that was included in the 2003 report with the percentage of the non-white driving population for each community observed during the months of July, August and September 2005.

Table 1 % Non-White Estimated Driving Population & % Non-White Observed Driving Population

	% Non-White Estimated Driving Population	% Non-White Observed Driving Population
Narragansett	4.3%	5.8%
North Kingstown	7.7%	6.5%
South Kingstown	8.7%	6.4%
Westerly	5.5%	5.9%

[5] Specific survey locations were selected against which each of the Patrol Areas was compared. In order to capture the driving demographics of Patrol Areas in North Kingstown, observers conducted a stationary road survey at the intersection of Tower Hill Road and Shermantown Road and a rolling road survey that was comprised of Rt. 1 North and South, 138 East and West, and Rt. 4 North and South. A stationary road survey was conducted at the intersection of Rt. 108 and Tower Hill Road to capture the driving demographics for Patrol Areas in South Kingstown. In Westerly, stationary road surveys were conducted at the intersections of Broad and Main Streets, the intersection of Railroad Ave. and Rt. 3, and the intersection of Wilder Ave. and Rt. 1. Finally, a stationary road survey was conducted at the intersection of Galilee Escape Road and Rt. 108 to capture the driving demographics of patrol areas in Narragansett.

[6] Each location was divided into three 4-hour time blocks: 8am-12pm, 12pm-4pm, and 4pm-8pm. Road surveys were not conducted after 8pm due to the difficulty in accurately observing drivers after this time.

As Table 1 illustrates, the non-white driving populations are nearly identical in Westerly with the proportion of non-white observed drivers slightly higher than the proportion of estimated non-white drivers. The percentage of the non-white observed driving population is also higher in Narragansett. On the other hand, the proportions of non-white estimated drivers are greater than the proportions of non-white observed drivers for both North and South Kingstown.

Next, we examine just the observed driving population for each community. Of the 49,357 observations recorded across all four jurisdictions, Westerly accounted for the largest percentage of observed drivers (see Table 2). White motorists made up 93.9% of observed drivers, Black drivers 1.8%, Hispanic drivers 2.6%, Asian drivers 1.6% and drivers from other racial groups less than 1%. More than half of the observed drivers were male (59.8%) while 40.2% were female, and the majority of drivers were from Rhode Island (65.5%) followed by 21.7% in Connecticut.

Table 2 Observed Driving Population Demographics

Jurisdiction	
Narragansett	24.7%
North Kingstown	10.0%
South Kingstown	21.1%
Westerly	44.2%
Race	
White	93.9%
Black	1.8%
Hispanic	2.6%
Asian	1.6%
Other	0.1%
Gender	
Male	59.8%
Female	40.2%
State	
Rhode Island	65.5%
Massachusetts	5.7%
Connecticut	21.7%
Other	7.2%

When observations are broken down by jurisdiction (see Table 3), we find that white males from Rhode Island make up the majority of observed motorists for each community. Also, the percentage of observed Hispanic motorists is fairly consistent across communities; Hispanic drivers made up the second highest percentage of observed drivers in each jurisdiction. There is also a significant amount of motorists from Connecticut (32.2%) observed driving in Westerly, which is best explained by the fact that Westerly borders the Connecticut state line.

Table 3 Observed Driving Population Demographics by Location

	Narragansett	North Kingstown	South Kingstown	Westerly
Race				
White	95.1%	93.5%	93.4%	94%
Black	1.2%	2.0%	2.4%	1.6%
Hispanic	2.1%	2.5%	2.5%	2.8%
Asian	1.5%	1.9%	1.5%	1.4%
Other	0.1%	0.1%	0.2%	0.1%
Gender				
Male	67.2%	62.6%	54.2%	58.8%
Female	32.8%	37.4%	45.8%	41.2%
State				
Rhode Island	66.9%	74.6%	84.1%	57.8%
Massachusetts	11.3%	8.7%	4.2%	3.9%
Connecticut	11.7%	7.1%	5.7%	32.2%
Other	10.1%	9.6%	6%	6.2%

Once we have examined the demographics for observed drivers in each community, we need to compare the observation data with the demographics of the traffic stop data collected in each police patrol area. In order to make accurate comparisons between the stops made by police and the observed driving population, specific survey locations that best represent the driving demographics of police patrol areas were selected against which each of the patrol areas was compared.

Table 4 Difference from % of Total Stops of Non-White Drivers by Police and the Observed Non-White Driving Population (2005)

Narragansett	Total Stops=4868	Total Observations=12173	Differences between stop data and observation data
White (4532)	93.1%	94.2%	-1.1%
Non-White (336)	6.9%	5.8%	**1.1%**
North Kingstown	Total Stops =9260	Total Observations=4952	Differences between stop data and observation data
White (8462)	91.4%	93.5%	-2.1%
Non-White (798)	8.6%	6.5%	**2.1%**
South Kingstown	Total Stops=15964	Total Observations=10406	Differences between stop data and observation data
White (14230)	89.1%	93.6%	-4.5%
Non-White (1734)	10.9%	6.4%	**4.5%**
Westerly	Total Stops=2621	Total Observations=21826	Differences between stop data and observation data
White (2400)	91.6%	94.0%	-2.4%
Non-White (221)	8.4%	5.9%	**2.5%**

As illustrated in Table 4, the proportion of police traffic stops for white and non-white drivers in 2005 is compared to the proportion of white and non-white drivers observed during the months of July, August and September 2005. It is important to remember that the greater the difference between stops and observations, the greater the disparity. Here we find South Kingstown has the most disparity with a difference of 4.5% between the proportion of non-white stops and non-white observations.

Next, we want to see if disparities increase, decrease or remain the same when we compare traffic stops for the months of July, August and September 2005 to the observation data, bearing in mind that we would expect to see high volumes of non-resident driving during these months.

Table 5 Difference from % of Total Stops of Non-White Drivers by Police and the Observed Non-White Driving Population (July-September 2005)

Narragansett	Total Stops=1048	Total Observations=12173	Differences between stop data and observation data
White (990)	94.5%	94.2%	0.3%
Non-White (58)	5.5%	5.8%	**-0.3%**
North Kingstown	Total Stops =2103	Total Observations=4952	Differences between stop data and observation data
White (1948)	92.6%	93.5%	-0.9%
Non-White (155)	7.4%	6.5%	**0.9%**
South Kingstown	Total Stops=4572	Total Observations=10406	Differences between stop data and observation data
White (4152)	90.8%	93.6%	-2.8%
Non-White (420)	9.2%	6.4%	**2.8%**
Westerly	Total Stops=523	Total Observations=21826	Differences between stop data and observation data
White (475)	90.8%	94.0%	-3.2%
Non-White (48)	9.2%	5.9%	**3.3%**

As illustrated in Table 5, traffic stop disparities for nonwhite drivers decrease in each jurisdiction during the summer months with the exception of Westerly where the disparity increases from 2.5% for the entire year to 3.3% during the summer months.

When we compare only daytime traffic stops (made between 8 a.m. and 8 p.m.) to the observed driving population for the same time period (see Table 6), the disparity disappears in each jurisdiction except for Westerly; however, the disparity dropped from 2.5% for the entire year to 1.3%, so while more nonwhite drivers are being stopped than observed in Westerly during the months of July, August and September 2005, there is less of a disparity during the summer than for the entire year. [7]

[7] The disparity is greatest for black motorists in Westerly at 1.3%; however, police stopped only 8 black motorists during the months of July, August and September.

Table 6 Difference from % of Total Daytime (8 a.m. to 8 p.m.) Stops of Non-White Drivers and the Observed Non-White Driving Population (July-September 2005)

Narragansett	Total Stops=509	Total Observations=12173	Differences between stop data and observation data
White (489)	96.1%	94.2%	1.9%
Non-White (20)	3.9%	5.8%	**-1.9%**
North Kingstown	Total Stops =1314	Total Observations=4952	Differences between stop data and observation data
White (1228)	93.5%	93.5%	0.0%
Non-White (86)	6.5%	6.5%	**0.0%**
South Kingstown	Total Stops=2908	Total Observations=10406	Differences between stop data and observation data
White (2724)	93.7%	93.6%	0.1%
Non-White (184)	6.3%	6.4%	**-0.1%**
Westerly	Total Stops=279	Total Observations=21826	Differences between stop data and observation data
White (259)	92.8%	94.0%	-1.2%
Non-White (20)	7.2%	5.9%	**1.3%**

Finally, we want to compare the disparities calculated using the proportion of the non-white observed driving population and the proportion of the non-white estimated driving population for each community in order to test the accuracy of the non-white estimated driving population.

As Table 7 illustrates, the disparities are nearly identical for Westerly (2.9% and 2.5%). When we compare the differences between the percentage of non-white traffic stops in 2005 and the percentage of non-white driving populations for North and South Kingstown, the disparities are higher when calculated with the observed driving population.

Table 7 Difference between % Non-White Driving Population and Non-White Traffic Stops

	Difference in % Non-White Stops for 2005 and % Non-White Estimated Driving Population	Difference in % of Non-White Stops for 2005 and % Non-White Observed Driving Population
Narragansett	2.6%	1.1%
North Kingstown	0.9%	2.1%
South Kingstown	2.2%	4.5%
Westerly	2.9%	2.5%

SECTION 3:
BLACK AND HISPANIC DISPARITY MEASURES 2004-2005

	% Black Census Population	% Black Modified Population	% Black Stops 2004-2005	Black Difference (Stops – Census)	Black Difference (Stops – Driving Estimate)	Black Ratio (Stops Divided by Driving Estimate)
Barrington	0.70%	1.00%	2.30%	1.60%	1.30%	2.30
Bristol	0.60%	1.20%	1.80%	1.20%	0.60%	1.50
Burrillville	0.10%	0.40%	1.50%	1.40%	1.10%	3.75
Central Falls	3.90%	3.90%	10.40%	6.50%	6.50%	2.67
Charlestown	0.30%	0.40%	2.80%	2.50%	2.40%	7.00
Coventry	0.30%	0.60%	1.70%	1.40%	1.10%	2.83
Cranston	3.30%	3.60%	10.40%	7.10%	6.80%	2.89
Cumberland	0.40%	0.90%	3.20%	2.80%	2.30%	3.56
East Greenwich	0.60%	1.20%	2.90%	2.30%	1.70%	2.42
East Providence	4.50%	4.50%	14.50%	10.00%	10.00%	3.22
Foster	0.20%	0.50%	3.70%	3.50%	3.20%	7.40
Glocester	0.20%	0.50%	1.00%	0.80%	0.50%	2.00
Hopkinton	0.50%	0.70%	4.30%	3.80%	3.60%	6.14
Jamestown	0.60%	0.70%	5.20%	4.60%	4.50%	7.43
Johnston	0.50%	1.20%	5.30%	4.80%	4.10%	4.42
Lincoln	0.60%	1.20%	6.40%	5.80%	5.20%	5.33
Little Compton	0.00%	0.20%	0.70%	0.70%	0.50%	3.50
Middletown	4.20%	3.80%	4.90%	0.70%	1.10%	1.29
Narragansett	0.70%	0.80%	3.30%	2.60%	2.50%	4.13
New Shoreham	0.00%	0.40%	0.50%	0.50%	0.10%	1.25
Newport	6.30%	4.80%	8.00%	1.70%	3.20%	1.67
North Kingstown	0.90%	1.80%	3.40%	2.50%	1.60%	1.89
North Providence	2.30%	2.60%	11.70%	9.40%	9.10%	4.50
North Smithfield	0.40%	1.50%	8.60%	8.20%	7.10%	5.73
Pawtucket	5.70%	5.20%	9.80%	4.10%	4.60%	1.88
Portsmouth	1.10%	1.50%	5.10%	4.00%	3.60%	3.40
Providence	11.30%	7.80%	24.20%	12.90%	16.40%	3.10
Richmond	0.40%	0.60%	2.30%	1.90%	1.70%	3.83
State Police	-	6.10%	10.50%		4.40%	1.72
Scituate	0.20%	0.50%	2.00%	1.80%	1.50%	4.00
Smithfield	0.90%	1.30%	3.30%	2.40%	2.00%	2.54
South Kingstown	1.50%	1.50%	4.40%	2.90%	2.90%	2.93
Tiverton	0.30%	0.60%	2.70%	2.40%	2.10%	4.50
Warren	0.60%	0.80%	2.80%	2.20%	2.00%	3.50
Warwick	1.10%	2.10%	5.30%	4.20%	3.20%	2.52
West Greenwich	0.10%	0.40%	2.40%	2.30%	2.00%	6.00
West Warwick	1.00%	1.50%	3.80%	2.80%	2.30%	2.53
Westerly	0.70%	1.00%	3.90%	3.20%	2.90%	3.90
Woonsocket	3.40%	3.30%	9.80%	6.40%	6.50%	2.97

	% Hispanic Census Population	% Hispanic Modified Population	% Hispanic Stops 2004-2005	Hispanic Difference (Stops – Census)	Hispanic Difference (Stops – Driving Estimate)	Hispanic Ratio (Stops Divided by Driving Estimate)
Barrington	1.00%	1.60%	1.70%	0.70%	0.10%	1.06
Bristol	1.10%	2.30%	1.40%	0.30%	-0.90%	0.61
Burrillville	0.60%	1.20%	1.20%	0.60%	0.00%	1.00
Central Falls	44.20%	40.60%	49.60%	5.40%	9.00%	1.22
Charlestown	0.80%	0.90%	1.30%	0.50%	0.40%	1.44
Coventry	0.90%	1.40%	1.60%	0.70%	0.20%	1.14
Cranston	3.90%	5.80%	15.30%	11.40%	9.50%	2.64
Cumberland	1.80%	2.70%	8.00%	6.20%	5.30%	2.96
East Greenwich	0.60%	1.80%	3.70%	3.10%	1.90%	2.06
East Providence	1.50%	4.00%	8.70%	7.20%	4.70%	2.18
Foster	0.50%	1.10%	4.70%	4.20%	3.60%	4.27
Glocester	0.50%	1.00%	1.10%	0.60%	0.10%	1.10
Hopkinton	0.80%	1.00%	2.60%	1.80%	1.60%	2.60
Jamestown	0.70%	0.80%	1.90%	1.20%	1.10%	2.38
Johnston	1.50%	2.80%	10.30%	8.80%	7.50%	3.68
Lincoln	1.20%	2.60%	11.80%	10.60%	9.20%	4.54
Little Compton	0.70%	0.90%	1.70%	1.00%	0.80%	1.89
Middletown	2.40%	2.40%	2.00%	-0.40%	-0.40%	0.83
Narragansett	1.00%	1.10%	2.20%	1.20%	1.10%	2.00
New Shoreham	0	1.10%	3.30%	3.30%	2.20%	3.00
Newport	4.10%	3.30%	3.80%	-0.30%	0.50%	1.15
North Kingstown	1.30%	3.00%	3.10%	1.80%	0.10%	1.03
North Providence	3.30%	4.30%	11.00%	7.70%	6.70%	2.56
North Smithfield	0.40%	2.80%	10.90%	10.50%	8.10%	3.89
Pawtucket	11.50%	11.20%	19.30%	7.80%	8.10%	1.72
Portsmouth	1.10%	2.00%	2.30%	1.20%	0.30%	1.15
Providence	24.80%	16.50%	27.70%	2.90%	11.20%	1.68
Richmond	1.10%	1.20%	1.80%	0.70%	0.60%	1.50
State Police	-	6.10%	9.20%		3.10%	1.51
Scituate	0.60%	1.20%	2.10%	1.50%	0.90%	1.75
Smithfield	0.80%	1.90%	3.80%	3.00%	1.90%	2.00
South Kingstown	1.70%	1.70%	1.70%	0.00%	0.00%	1.00
Tiverton	0.60%	1.10%	1.80%	1.20%	0.70%	1.64
Warren	0.80%	1.30%	2.40%	1.60%	1.10%	1.85
Warwick	1.30%	3.70%	5.80%	4.50%	2.10%	1.57
West Greenwich	0.60%	0.90%	2.30%	1.70%	1.40%	2.56
West Warwick	2.30%	3.20%	5.00%	2.70%	1.80%	1.56
Westerly	1.00%	1.30%	2.30%	1.30%	1.00%	1.77
Woonsocket	6.30%	6.30%	11.70%	5.40%	5.40%	1.86

SECTION 4:
AGENCY SPECIFIC RACE ANALYSIS

The tables in this section of the technical report provide a guide for examining all subsequent agency specific tables. The first few pages walk through the tables using the examples from "Example City" as a guide for reading and understanding the subsequent tables.

Example City

Total Number of Stops:	2,505					
Reason for the Stop:		%	N			
	Investigatory	2.1%	(52)			
	Motor Vehicle	94.7%	(2326)			
	Assist	3.2%	(79)			
Basis for the Stop:		%	N		%	N
	Speeding	63.3%	(1580)	Call for Service	0.6%	(16)
	Other Traffic Violations	12.4%	(310)	APB	0.2%	(5)
	Equipment Violations	13.1%	(327)	Suspicious Person	1.2%	(31)
	Registration Violation	5.6%	(140)	Motorist Assist	3.0%	(74)
	City or Town Ordinance	0.6%	(15)	Warrant	0.0%	(0)
	Special Detail	0.0%	(0)			
Outcome of the Stop:		%	N			
	Citation	38.7%	(966)			
	Notice of Demand	1.1%	(28)			
	Warning	53.9%	(1343)			
	Arrest	1.5%	(38)			
	No Action	4.7%	(118)			
Stops with Search:		%	N			
		1.5%	(36)			
Time of Day:		%	N			
	1st Shift (8 a to 4 p)	28.3%	(688)			
	2nd Shift (4 p to 12 a)	35.6%	(864)			
	3rd Shift (12 a to 8 a)	36.1%	(875)			
Date of Week:		%	N			
	Weekday	74.0%	(1818)			
	Weekend	26.0%	(640)			
Season:		%	N			
	Winter	18.4%	(462)			
	Spring	30.3%	(759)			
	Summer	25.1%	(630)			
	Fall	26.1%	(654)			
Driver Race:		%	N		%	N
	White	94.5%	(2362)	Asian	1.3%	(32)
	Black/African American	2.3%	(57)	Native American	0.0%	(0)
	Hispanic	1.8%	(45)	Other	0.2%	(4)
Driver Gender:		%	N			
	Male	57.8%	(1429)			
	Female	42.2%	(1043)			

EXAMPLE CITY

The first page of the tables provides descriptive information for the traffic stops collected between October 1, 2004 and September 30, 2005. The purpose of this table is to provide a snapshot of a jurisdiction's traffic enforcement activity. The first row contains the total number of traffic stops, which for Example City is 2,505. In the next row, the Basis of the Stop, there are eleven possible reasons provided for why the police officer might have stopped a motorist.[1] In Example City, speeding is the most common basis for why police stop motorists (63.3%) and the second highest reason is equipment violations (13.1%). Outcome of the Stop provides information about the official disposition of the traffic stop. In Example City, 38.7 percent of the stops result in a citation and 53.9 percent result in a warning. The Stops with Search row identifies the total the number of stops that resulted in a search. Only 1.5 percent of the stops from Example City resulted in a search.

The descriptive page also includes information about traffic enforcement patterns by time, day, and season. Time of Day, breaks traffic stops down into three shifts, defined here as first shift (8 a.m. to 4 p.m.), second shift (4 p.m. to 12 a.m., and third shift (12 a.m. to 8 a.m.). In Example City, the greatest proportion of stops occurred in the third shift (36.1%). Date of the Week provides a breakdown of traffic stops according to whether they happened during a weekday or a weekend. In Example City, weekday stops account for 74 percent of the total stops. Finally, the row for Season lists traffic stops according to season to help examine traffic enforcement activity over time. In Example City, spring accounts for the most stops with 30.3 percent of the stops and winter accounts for the least amount of stops with 18.4 percent of the stops.

Finally, the descriptive table provides race/ethnicity information about the driver, as well as information about the drivers' gender. Whites in Example City accounted for 94.5 percent of stops, Black/African American's accounted for 2.3 percent of stops, Hispanics accounted for 1.8 percent of stops, and Asians for 1.3 percent of stops. Male drivers account for 57.8 percent of stops.

[1] It is important to note that the activities in Reason for the Stop, Basis for the Stop, and Outcome of the Stop, may not sum to the total number of stops (which is 2,505). This is due to missing cases, where some information is provided about the stop, but there is not enough to determine more than the fact that a stop occurred.

EXAMPLE CITY

Characteristics of the Encounter: Place, Time and Season

The following tables in this section compare the traffic stops in the original study (2001-2003) with the traffic stop patterns in the present (2004-2005) study to help clarify places where disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Table 1 provides a comparison of traffic stop locations by race in 2001-2003 and 2004-2005. To read this table, it is important to note that the percentages should be examined horizontally. This analysis examines location by race, with attention to which racial groups are stopped in each location. In the example below, non-white drivers make up a greater proportion of the drivers stopped in Post 5 compared to other posts. In 2001-2003, 6.8 percent of those stopped in Post 5 were non-white and in 2004-2005, 5.6 percent of those stopped in Post 5 were non-white.

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Post 1	N	294	21	315	Post 1	N	283	10	293
	%	93.3%	6.7%	100.0%		%	96.6%	3.4%	100.0%
Post 2	N	686	22	708	Post 2	N	491	19	510
	%	96.9%	3.1%	100.0%		%	96.3%	3.7%	100.0%
Post 3	N	350	10	360	Post 3	N	238	9	247
	%	97.2%	2.8%	100.0%		%	96.4%	3.6%	100.0%
Post 4	N	267	7	274	Post 4	N	150	8	158
	%	97.4%	2.6%	100.0%		%	94.9%	5.1%	100.0%
Post 5	N	835	61	896	Post 5	N	1121	89	1210
	%	93.2%	6.8%	100.0%		%	94.4%	5.6%	100.0%

EXAMPLE CITY

Table 2 provides a comparison of traffic stops by police shift by race in 2001-2003 and 2004-2005. Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be useful to law enforcement administrators attempting to reduce an identified citywide disparity.

Similar to Table 1 above, this table should be read horizontally, as it compares which groups of drivers, whites or non-whites, are stopped by shift. For this example, in 2004-2005 it appears that police are stopping more minorities during the 3rd shift between 12 a.m. and 8 a.m. This represents a slight change from 2001-2003, when a greater proportion of the stop were non-white during the 2nd shift between 4 p.m. and 12 a.m. If the department in the example wanted to address disparities in traffic stops, examining stops of white and non-whites drivers by shift may point to a particular timeframe when more minorities are being stopped.

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	1068	48	1116	N	656	31	687
(8am - 4pm)	%	95.7%	4.3%	100.0%	%	95.5%	4.5%	100.0%
2nd Shift	N	865	56	921	N	820	40	860
(4pm - 12am)	%	93.9%	6.1%	100.0%	%	95.3%	4.7%	100.0%
3rd Shift	N	511	22	533	N	812	63	875
(12am - 8am)	%	95.9%	4.1%	100.0%	%	92.8%	7.2%	100.0%

EXAMPLE CITY

Table 3 provides a comparison of seasonal variations in traffic stops by race in 2001-2003 and 2004-2005. Racial disparities in traffic stops have often been posited to be the result of seasonal differences in traffic enforcement. Examining seasonality may be important because there might be reasons why police are stopping more or less whites or non-whites during a certain time period. Stops during peak time periods may look different than stops made during other times of the year. In the example below, the percentages should be examined horizontally. For Example City the proportion of non-white drivers stopped in the summer changes between the 2001-2003 study and the present study. In the summer of 2001-2003, 4.7 percent of those stopped were non-white and in the summer, in 2004-2005 7.6 percent of those stopped were non-white. Such changes might raise the need for conversation between the police agency and the community.

3. Seasonal Variation in Traffic Stops by Race

Season		**2001-2003**				**2004-2005**		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	522	28	580	N	440	22	462
(Dec – Feb)	%	95.2%	4.8%	100.0%	%	95.2%	4.8%	100.0%
Spring	N	793	37	830	N	721	37	758
(Mar – May)	%	95.5%	4.5%	100.0%	%	95.1%	4.9%	100.0%
Summer	N	654	32	686	N	580	48	628
(Jun – Aug)	%	95.3%	4.7%	100.0%	%	92.4%	7.6%	100.0%
Fall	N	515	31	546	N	621	31	652
(Sep – Nov)	%	94.3%	5.7%	100.0%	%	95.2%	4.8%	100.0%

Table 4 provides a comparison of racial differences in stops by shift for each location between 2001-2003 and 2004-2005. Looking at the proportion of non-white stops by police shift and location helps to identify if there are patterns during specific time periods or in specific areas that lead to disparities. Examining white and none white stops by both police shift and location also helps to examine whether there might be some sort of interaction affect between time and location. Specific types of police interventions in specific areas might be conducted during the evening, resulting racial in disparities. In 2001-2003, in Post 1, 5.6 % of the drivers stopped during the first shift were non-white. In 2004-2005, in Post 1, 2.1 of the drivers stopped during the first shift were non-white. This represents a decline in the proportion of non-whites stopped for Post 1 during Shift 1. One note of caution about this example: though the proportion of non-white drivers stopped changes, the two categories described involve a small number of non-white drivers. Readers must be cautious when interpreting these tables due to small numbers of stops in some categories.

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Post 1	N	136	8	144	Post 1	N	143	3	146
		%	94.4%	5.6%	100.0%		%	97.9%	2.1%	100.0%
Shift 2 (4pm - 12am)		N	70	8	78		N	79	4	83
		%	89.7%	10.3%	100.0%		%	95.2%	4.8%	100.0%
Shift 3 (12am - 8am)		N	83	5	88		N	54	3	57.0
		%	94.3%	5.7%	100.0%		%	94.7%	5.3%	100.0%
Shift 1 (8am - 4pm)	Post 2	N	350	5	355	Post 2	N	191	9	200
		%	98.6%	1.4%	100.0%		%	95.5%	4.5%	100.0%
Shift 2 (4pm - 12am)		N	201	13	214		N	229	6	235
		%	93.1%	6.1%	100.0%		%	97.4%	2.6%	100.0%
Shift 3 (12am - 8am)		N	119	4	123		N	57	4	61
		%	96.7%	3.3%	100.0%		%	93.4%	6.6%	100.0%
Shift 1 (8am - 4pm)	Post 3	N	163	6	169	Post 3	N	61	0	61
		%	96.4%	3.6%	100.0%		%	100.0%	0.0%	100.0%
Shift 2 (4pm - 12am)		N	132	2	134		N	89	3	92
		%	98.5%	1.5%	100.0%		%	96.7%	3.3%	100.0%
Shift 3 (12am - 8am)		N	43	2	45		N	81	6	87
		%	95.6%	4.4%	100.0%		%	93.1%	6.9%	100.0%

Table 4. Racial Differences in Stops by Shift for Each Location (Continued)

			2001-2003					2004-2005		
Shift	**Location**		**White**	**Non-White**	**Shift**	**Location**		**White**	**Non-White**	**Shift**
Shift 1 (8am - 4pm)	Post 4	N	117	2	119	Post 4	N	43	2	45
		%	98.3%	1.7%	100.0%		%	95.6%	4.4%	100.0%
Shift 2 (4pm - 12am)		N	104	4	108		N	74	3	77
		%	96.3%	3.7%	100.0%		%	96.1%	3.9%	100.0%
Shift 3 (12am - 8am)		N	36	1	37		N	30	3	33
		%	97.3%	2.7%	100.0%		%	90.9%	9.1%	100.0%
Shift 1 (8am - 4pm)	Post 5	N	281	25	306	Post 5	N	209	17	226
		%	91.8%	8.2%	100.0%		%	92.5%	7.5%	100.0%
Shift 2 (4pm - 12am)		N	326	26	352		N	314	22	336
		%	92.6%	7.4%	100.0%		%	93.5%	6.5%	100.0%
Shift 3 (12am - 8am)		N	209	8	217		N	560	46	606
		%	96.3%	3.7%	100.0%		%	92.4%	7.6%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

Table 5 provides a comparison of race, gender and age of motorists stopped both in 2001-2003 and 2004-2005. Unlike the previous tables, which were read horizontally, Table 5, below should be read vertically. In Example City, white males over 30 years of age constitute the largest group stopped for each of the study periods, accounting for 29.9 percent of stops in 2001-2003 and 30.9 percent of stops in 2004-2005. In the example, it is interesting to note that there is an increase in the number of young white females being stopped. In 2001-2003, 11.3 percent of stops were white women under 31 while this same group was stopped 15.9 percent of the time in 2004-2005.

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	775	N	758
	%	29.9%	%	30.9%
Non-White Male over 30	N	50	N	38
	%	1.9%	%	1.5%
White Male under 31	N	715	N	576
	%	27.6%	%	23.5%
Non-White Male under 31	N	47	N	48
	%	1.8%	%	2.0%
White Female over 30	N	683	N	592
	%	26.4%	%	24.1%
Non-White Female over 30	N	18	N	24
	%	0.7%	%	1.0%
White Female under 31	N	292	N	390
	%	11.3%	%	15.9%
Non-White Female under 31	N	9	N	27
	%	0.3%	%	1.1%
Total	N	2589	N	2453
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. Much of the literature on racial profiling has focused on disparities in traffic stops for highly discretionary police actions. Table 6 provides a comparison of reason for stop by race in 2001-2003 and 2004-2005. Reading the tables vertically, we see that non-white drivers are proportionately more likely to be stopped for investigatory purposes (9.5%) in 2004-2005 than white drivers (2.0%).

6. Reason for Stop by Race

Reason for Stop	**2001-2003**			**2004-2005**		
		White	**Non-White**		**White**	**Non-White**
Investigatory	N	48	3	N	6	2
	%	2.1%	2.2%	%	2.0%	9.5%
Motor Vehicle Violation	N	2197	124	N	266	18
	%	94.8%	92.5%	%	90.8%	85.7%
Assist	N	72	7	N	21	1
	%	3.1%	5.2%	%	7.2%	4.8%

Table 7 provides a comparison of location by reason for stop by race in the 2001-2003 study and the 2004-2005 study. Examining the proportion of non-white stops by location and reason for stop helps to identify if targeting specific reasons for stop in particular locations alters the demographics of who is stopped. In this table, the percentages should be examined horizontally. In Example City, 12.7% of the stops in 2001-2003 in Post 5 for Assists were non-white, compared to only 5.7% of assist stops in Post 5 in 2004-2005.

7. Location by Reason for Stop by Race

	Location		**2001-2003**		**Location**		**2004-2005**	
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Post 1	N	6	2	Post 1	N	9	0
		%	75.0%	25.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	266	18		N	259	8
		%	93.7%	6.3%		%	97.0%	3.0%
Assist		N	21	1		N	11	2
		%	95.5%	4.5%		%	84.6%	15.4%
Investigatory	Post 2	N	24	2	Post 2	N	5	1
		%	92.3%	7.7%		%	83.3%	16.7%
Motor Vehicle Violation		N	634	19		N	464	15
		%	97.1%	2.9%		%	96.9%	3.1%
Assist		N	24	1		N	13	2
		%	96.0%	4.0%		%	86.7%	13.3%
Investigatory	Post 3	N	27	0	Post 3	N	20	0
		%	100.0%	0.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	315	10		N	39.0	8
		%	96.9%	3.1%		%	100.0%	3.8%
Assist		N	5	0		N	4	1
		%	100.0%	0.0%		%	80.0%	20.0%
Investigatory	Post 4	N	15	1	Post 4	N	4	2
		%	93.8%	6.3%		%	66.7%	33.3%
Motor Vehicle Violation		N	243	6		N	137	6
		%	97.6%	2.4%		%	95.8%	4.2%
Assist		N	8	0		N	8	0.0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	Post 5	N	16	3	Post 5	N	9	0
		%	84.2%	15.8%		%	100.0%	0.0%
Motor Vehicle Violation		N	751	49		N	1063	85
		%	93.9%	6.1%		%	92.6%	7.4%
Assist		N	62	9		N	33	2
		%	87.3%	12.7%		%	94.3%	5.7%

Finally, Table 8 provides a comparison of basis for stop by race for 2001-2003 and 2004-2005. These percentages should be read vertically, to examine the reasons why each racial group was stopped. In this example, there is an interesting finding in the 2004-2005 data. Equipment violations account for 12.9 percent of white stops and 16.2 percent of non-white stops. Knowing the reason for the stop can identify if particular enforcement strategies may be resulting in greater non-white stops.

8. Basis for Stop by Race

2001-2003				2004-2005			
Basis for Stop		**White**	**Non-White**	**Basis for Stop**		**White**	**Non-White**
Speeding (High)	N	314.0	10.0	Speeding (High)	N	1271	68
	%	53.1%	37.0%		%	54.4%	50.0%
Speeding (Low)	N	44.0	4.0	Speeding (Low)	N	209	9
	%	7.4%	14.8%		%	8.9%	6.6%
Other Traffic Violation	N	89.0	3.0	Other Traffic Violation	N	292	17
	%	15.1%	11.1%		%	12.5%	12.5%
Equipment Violation	N	86.0	6.0	Equipment Violation	N	302	22
	%	14.6%	22.2%		%	12.9%	16.2%
Registration Violation	N	9.0	0.0	Registration Violation	N	130	9
	%	1.5%	0.0%		%	5.6%	6.6%
Calls for Service/APB	N	7.0	1.0	Calls for Service	N	15	1
	%	1.2%	3.7%		%	0.6%	0.7%
City Ordinance Violation	N	9.0	0.0	City Ordinance Violation	N	15	0
	%	1.5%	0.0%		%	0.6%	0.0%
Special Detail	N	17.0	2.0	Special Detail	N	0	.0
	%	2.9%	7.4%		%	0.0%	0.0%
Motorist Assist	N	3.0	0.0	Motorist Assist	N	67	7
	%	0.5%	0.0%		%	2.9%	5.1%
Warrant	N	12.0	0.0	Warrant	N	0	0
	%	2.0%	0.0%		%	0.0%	0.0%
				APB	N	5	0
					%	0.2%	0%
				Suspicious Person	N	28	2
					%	1.2%	1.5%
				More Than One	N	3	1
					%	.01%	0.7%

SECTION 5:
LOCATION SPECIFIC SEARCH TABLES – BY AGENCY

The following tables are intended to help agencies understand the demographics of searches in various locations across their municipality. The tables provide breakdown of the total stops for each racial group that result in a search at each location area. In the Table below, for example, 4.2% of the white stops (25/606) in post 1 result in a search or frisk. In that same post, 11.1% of the non-white stops result in a search (6/57).

A breakdown of stops that result in either a discretionary search (excluding searches incident to arrest) or an extra discretionary search (excluding both incident to arrest and inventory searches) is also included. In the example below, 5 out of the 606 white stops resulted in an extra discretionary search (0.8%) and 4 of the 57 non-white stops resulted in an extra discretionary search (7%).

Example City

Location	**Total White Stops**	**Total Non-White Stops**	**Search and Frisk**				**Search and Frisk Excluding Incident to Arrest**				**Search and Frisk Excluding Incident to Arrest & Inventory**			
			White		**Non-White**		**White**		**Non-White**		**White**		**Non-White**	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Post 1	606	57	25	4.2%	6	10.5%	6	1.0%	4	7.0%	5	0.8%	4	7.0%
Post 2	1443	89	94	7.1%	12	15.0%	27	1.9%	4	4.5%	24	1.7%	3	3.4%
Post 3	174	16	9	5.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Barrington

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Post 1	316	12	3	1.0%	1	9.1%	3	0.9%	0	0.0%	3	0.9%	0	0.0%
Post 2	543	20	4	0.8%	0	0.0%	4	0.7%	0	0.0%	4	0.7%	0	0.0%
Post 3	258	9	2	0.8%	0	0.0%	2	0.8%	0	0.0%	2	0.8%	0	0.0%
Post 4	181	8	4	2.4%	0	0.0%	4	2.2%	0	0.0%	4	2.2%	0	0.0%
Ct. Rd. & Wam.	1220	96	21	1.8%	2	2.2%	8	0.7%	0	0.0%	8	0.7%	0	0.0%

Bristol

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Warren- Chest	2383	126	157	6.8%	22	17.9%	111	4.7%	14	11.1%	38	1.6%	4	3.2%
Chest-State	1937	80	142	7.5%	12	15.6%	98	5.1%	8	10.0%	35	1.8%	3	3.8%
State-Mt. Hope	1735	66	134	7.9%	7	10.9%	104	6.0%	6	9.1%	55	3.2%	4	6.1%
Out-Town Stops	14	3	1	7.1%	1	33.3%	0	0.0%	1	33.3%	0	0.0%	0	0.0%

Burrillville

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Sector 1	943	32	107	11.9%	7	23.3%	47	5.0%	5	15.6%	23	2.4%	2	6.3%
Sector 2	1048	34	62	6.4%	5	14.7%	36	3.4%	2	5.9%	16	1.5%	2	5.9%
Rte 102. Bro. Hwy	503	29	27	5.5%	6	21.4%	14	2.8%	3	10.3%	10	2.0%	3	10.3%

Central Falls

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
SW Cowden & Wash	590	1329	75	13.4%	232	17.8%	26	4.4%	77	5.8%	13	2.2%	31	2.3%
NW Cowden & Wash	411	460	30	7.5%	58	12.8%	12	2.9%	27	5.9%	6	1.5%	13	2.8%
SE Cowden & Wash	395	606	51	13.1%	98	16.3%	25	6.3%	37	6.1%	15	3.8%	20	3.3%
NE Cowden & Wash	315	256	22	7.1%	24	9.5%	10	3.2%	9	3.5%	8	2.5%	4	1.6%

Charlestown

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
East 01	606	57	24	4.2%	6	11.1%	6	1.0%	4	7.0%	5	0.8%	4	7.0%
West 02	1443	89	94	7.1%	12	15.0%	27	1.9%	4	4.5%	24	1.7%	3	3.4%
North 03	174	16	9	5.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Coventry

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Patrol Area 1	1392	73	107	7.7%	7	9.6%	52	3.7%	2	2.7%	18	1.3%	0	0.0%
Patrol Area 2	1581	87	140	8.9%	5	5.7%	59	3.7%	4	4.6%	21	1.3%	2	2.3%
Patrol Area 3	1764	65	72	4.1%	6	9.2%	32	1.8%	4	6.2%	17	1.0%	0	0.0%
Patrol Area 4	709	22	17	2.4%	2	9.1%	6	0.8%	0	0.0%	2	0.3%	0	0.0%
Out of Town	21	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
N. London Tpk.	519	40	19	3.7%	2	5.0%	8	1.5%	1	2.5%	3	0.6%	1	2.5%
Victory Hwy	246	8	5	2.0%	1	12.5%	3	1.2%	1	12.5%	2	0.8%	1	12.5%

Cranston

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
01	125	416	24	6.5%	12	10.5%	10	2.5%	6	4.8%	10	2.8%	6	4.8%
02	448	416	28	6.6%	36	8.9%	19	4.2%	14	3.4%	18	4.0%	12	2.9%
03	607	367	64	10.8%	45	12.6%	40	6.6%	25	6.8%	39	6.4%	24	6.5%
04	647	252	34	5.4%	22	8.9%	19	2.9%	8	3.2%	19	2.9%	7	2.8%
05	373	101	23	6.3%	4	4.2%	12	3.2%	3	3.0%	11	2.9%	3	3.0%
06	581	257	35	6.2%	24	9.5%	17	2.9%	10	3.9%	17	2.9%	9	3.5%
07	646	556	50	8.0%	42	7.8%	21	3.3%	17	3.1%	20	3.1%	16	2.9%
08	636	497	88	14.5%	79	16.3%	43	6.8%	37	7.4%	38	6.0%	27	5.4%
09	545	99	26	4.9%	8	8.1%	12	2.2%	4	4.0%	11	2.0%	4	4.0%
10	588	70	16	2.9%	4	6.0%	7	1.2%	1	1.4%	7	1.2%	1	1.4%
11	418	54	25	6.3%	6	12.2%	10	2.4%	1	1.9%	9	2.2%	0	0.0%
12	528	38	13	2.6%	1	2.8%	9	1.7%	1	2.6%	6	1.1%	1	2.6%

Cumberland

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Patrol Area 411	1801	427	107	6.0%	38	9.0%	60	3.3%	20	4.7%	11	0.6%	6	1.4%
Patrol Area 422	1497	171	36	2.4%	7	4.2%	19	1.3%	6	3.5%	17	0.8%	10	0.7%
Patrol Area 433	1269	70	23	1.9%	3	4.3%	12	0.9%	1	1.4%	7	0.6%	1	1.4%
Patrol Area 444	862	119	42	4.9%	6	5.3%	13	1.5%	1	0.8%	5	0.6%	0	0.0%

East Greenwich

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
District 1	1072	104	134	13.6%	23	22.8%	75	7.0%	14	13.5%	30	2.8%	3	2.9%
District 2	1105	114	87	8.3%	15	14.3%	51	4.6%	7	6.1%	18	1.6%	2	1.8%
District 3	954	96	125	13.5%	21	22.3%	78	8.2%	11	11.5%	21	2.2%	1	1.0%

East Providence

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Post 1	1182	426	150	13.1%	80	19.0%	90	7.6%	38	8.9%	57	4.8%	19	4.5%
Post 2	1292	559	163	12.9%	106	19.6%	92	7.1%	56	10.0%	61	4.7%	29	5.2%
Post 3	2516	783	205	8.4%	133	17.3%	119	4.7%	69	8.8%	65	2.6%	33	4.2%
Post 4	1053	128	90	5.8%	17	13.5%	35	3.3%	8	6.3%	19	1.8%	2	1.6%
Post 5	799	427	154	19.5%	121	28.5%	61	7.6%	34	8.0%	25	3.1%	16	3.7%
Post 6	1285	220	109	8.7%	32	14.7%	64	5.0%	18	8.2%	34	2.6%	9	4.1%
Post 7	880	318	89	10.3%	50	15.9%	58	6.6%	26	8.2%	36	4.1%	14	4.4%
Post 8	1115	385	92	8.5%	56	14.7%	50	4.5%	27	7.0%	19	1.7%	9	2.3%
Post 9	707	177	44	6.3%	21	12.0%	18	2.5%	17	9.6%	7	1.0%	6	3.4%
Interstate I-95	484	318	92	20.0%	68	22.1%	51	10.5%	37	11.0%	43	8.9%	23	7.2%
E. Shore Exp	67	12	8	12.3%	1	9.1%	5	7.5%	0	0.0%	3	4.5%	0	0.0%
Hen. Bridge	13	5	3	23.1%	0	0.0%	1	7.7%	0	0.0%	0	0.0%	0	0.0%

Foster

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
02	877	101	32	3.7%	3	3.0%	11	1.3%	0	0.0%	11	1.3%	0	0.0%

Glocester

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
E. of Rt. 102 (Chop Hill)	2275	76	88	3.9%	3	4.1%	24	1.1%	0	0.0%	24	1.1%	0	0.0%
W. Rt. 102 (Chop Hill)	1041	17	75	7.2%	0	0.0%	25	2.4%	0	0.0%	22	2.1%	0	0.0%

Hopkinton

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
1	2005	197	152	7.8%	26	13.8%	41	2.0%	12	6.1%	23	1.1%	7	3.6%
2	979	81	73	7.8%	10	12.5%	20	2.0%	3	3.7%	14	1.4%	3	3.7%

Jamestown

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Rte. 138	607	78	18	3.0%	6	7.7%	5	0.8%	3	3.8%	3	0.5%	2	2.6%
South Shores	68	2	2	2.9%	0	0.0%	1	1.5%	0	0.0%	1	1.5%	0	0.0%
North Shores	30	3	1	3.3%	0	0.0%	1	3.3%	0	0.0%	0	0.0%	0	0.0%
Eld Ave-N	153	9	5	3.3%	1	11.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Eld Ave-Mt Hope	30	1	1	3.3%	0	0.0%	1	3.3%	0	0.0%	0	0.0%	0	0.0%
Town Area-N	157	10	12	7.6%	1	10.0%	3	1.9%	0	0.0%	3	1.9%	0	0.0%
Town Area-S	93	6	8	8.7%	1	16.7%	3	3.2%	0	0.0%	3	3.2%	0	0.0%
High Drive Area	4	0	4	100.0%	0	0.0%	2	50.0%	0	0.0%	2	50.0%	0	0.0%
Beavertail	18	0	4	22.0%	0	0.0%	1	5.6%	0	0.0%	1	5.6%	0	0.0%
Ft Wetherill St Pk	6	0	1	16.7%	0	0.0%	1	16.7%	0	0.0%	1	16.7%	0	0.0%

Johnston

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
South East	1401	610	58	4.2%	57	9.4%	24	1.7%	48	3.4%	11	0.8%	8	1.3%
East	1426	445	95	6.8%	39	9.0%	48	3.4%	13	2.9%	32	2.2%	8	1.8%
South West	1043	173	29	2.8%	16	9.5%	9	0.9%	1	0.6%	5	0.5%	1	0.6%
West	1856	255	38	2.1%	14	5.6%	12	0.6%	3	1.2%	5	0.3%	0	0.0%
North West	1520	145	27	1.8%	7	5.0%	14	0.9%	2	1.4%	11	0.7%	1	0.7%
North East	432	52	23	5.5%	4	7.8%	15	3.5%	2	3.8%	10	2.3%	1	1.9%

Lincoln

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
N Patrol Area	439	65	25	5.9%	9	13.8%	9	2.1%	3	4.6%	8	1.8%	2	3.1%
S Patrol Area	631	224	36	5.8%	24	10.9%	19	3.0%	7	3.1%	12	1.9%	5	2.2%
Mid-N Patrol Area	306	68	12	4.0%	6	8.8%	6	2.0%	3	4.4%	5	1.6%	2	2.9%
Mid-S Patrol Area	337	87	13	3.9%	4	4.7%	5	1.5%	1	1.1%	5	1.5%	0	0.0%
Rt 2. 146 & Rte. 295	25	8	2	8.0%	1	12.5%	1	4.0%	0	0.0%	1	4.0%	0	0.0%

Little Compton

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
01	630	25	35	5.7%	2	8.0%	18	2.9%	0	0.0%	13	2.1%	0	0.0%
02	46	9	2	4.3%	0	0.0%	1	2.2%	0	0.0%	1	2.2%	0	0.0%
03	230	7	8	3.5%	0	0.0%	5	2.2%	0	0.0%	5	2.2%	0	0.0%
04	748	14	42	5.7%	0	0.0%	27	3.6%	0	0.0%	25	3.3%	0	0.0%
05	106	1	4	3.8%	0	0.0%	2	1.9%	0	0.0%	2	1.9%	0	0.0%
06	22	1	2	9.1%	0	0.0%	2	9.1%	0	0.0%	1	4.5%	0	0.0%

Middletown

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Post 1	1868	230	116	6.4%	22	10.0%	33	1.8%	3	1.3%	14	0.7%	1	0.4%
Post 2	1734	188	102	6.1%	24	13.1%	41	2.4%	7	3.7%	10	0.6%	4	2.1%
Post 3	1317	71	58	4.5%	13	19.1%	19	1.4%	2	2.8%	12	0.9%	1	1.4%
Post 4	556	24	14	2.6%	0	0.0%	3	0.5%	0	0.0%	3	0.5%	0	0.0%

Narragansett

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
South	1431	107	97	6.9%	11	10.5%	28	2.0%	3	2.8%	27	1.9%	3	2.8%
Center	2215	163	133	6.1%	19	12.0%	42	1.9%	4	2.5%	3	2.8%	41	1.9%
North	794	75	65	8.3%	4	7.3%	16	2.0%	0	0.0%	16	2.0%	0	0.0%

New Shoreham

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
New Shoreham	21	2	1	4.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Newport

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
10	1905	465	76	4.1%	55	12.3%	37	1.9%	29	6.2%	31	1.6%	27	5.8%
20	1858	293	79	4.4%	30	10.5%	28	1.5%	9	3.1%	27	1.5%	8	2.7%
30	2175	220	60	2.8%	13	6.0%	30	1.4%	4	1.8%	26	1.2%	4	1.8%
40	720	57	23	3.3%	1	1.8%	14	1.9%	1	1.8%	14	1.9%	1	1.8%

North Kingstown

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Area 1	1640	141	53	3.3%	12	8.7%	26	1.6%	4	2.8%	13	0.8%	2	1.4%
Area 2	2156	249	83	3.9%	20	8.2%	39	1.8%	11	4.4%	29	1.3%	7	2.8%
Area 3	2303	133	97	4.3%	17	13.2%	37	1.6%	6	4.5%	23	1.0%	2	1.5%
Area 4	1206	157	77	6.5%	13	8.4%	29	2.4%	7	4.5%	9	0.7%	4	2.5%
Area 5	860	82	45	5.3%	10	12.2%	20	2.3%	2	2.4%	12	1.4%	0	0.0%

North Providence

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
1	492	56	15	3.1%	4	7.3%	4	0.8%	1	1.8%	3	0.6%	0	0.0%
2	33	5	1	3.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
3	117	18	7	6.0%	1	5.9%	2	1.7%	0	0.0%	0	0.0%	0	0.0%
4	23	3	3	13.6%	0	0.0%	1	4.3%	0	0.0%	1	4.3%	0	0.0%
5	72	13	2	3.3%	0	0.0%	2	2.8%	0	0.0%	2	2.8%	0	0.0%
6	79	10	6	8.1%	0	0.0%	2	2.5%	0	%.0	1	1.3%	0	0.0%
7	157	30	5	3.3%	4	14.3%	1	0.6%	1	3.3%	1	0.6%	0	0.0%
8	114	23	5	4.5%	2	9.1%	2	1.8%	1	4.3%	0	0.0%	1	4.3%
9	9	2	3	33.3%	0	0.0%	3	33.3%	0	0.0%	3	33.3%	0	0.0%
10	135	25	6	4.5%	5	20.0%	3	2.2%	1	4.0%	3	2.2%	0	0.0%
11	332	101	8	2.5%	8	8.2%	2	0.6%	1	1.0%	0	0.0%	0	0.0%
12	417	164	28	7.0%	13	8.1%	11	2.6%	6	3.7%	7	1.7%	4	2.4%
13	262	123	19	7.3%	14	11.8%	9	3.4%	6	4.9%	5	1.9%	2	1.6%
14	266	124	28	10.7%	17	14.0%	12	4.5%	6	4.8%	6	2.3%	4	3.2%
15	199	82	16	8.4%	14	18.2%	4	2.0%	6	7.3%	3	1.5%	4	4.9%
16	404	151	30	8.0%	26	18.4%	12	3.0%	12	7.9%	6	1.5%	7	4.6%
17	416	266	33	8.3%	46	17.6%	5	1.2%	13	4.9%	4	1.0%	5	1.9%
18	137	29	13	9.6%	5	17.9%	4	2.9%	1	3.4%	4	2.9%	0	0.0%
19	54	23	2	4.0%	2	10.0%	2	3.7%	0	0.0%	2	3.7%	0	0.0%
20	38	3	1	2.6%	0	0.0%	1	2.6%	0	0.0%	0	0.0%	0	0.0%
21	263	52	11	4.3%	5	9.8%	3	1.1%	1	1.9%	3	1.1%	0	0.0%
22	269	52	19	7.1%	5	10.0%	6	2.2%	3	5.8%	5	1.9%	1	1.9%
23	77	24	8	10.7%	3	12.5%	2	2.6%	0	0.0%	1	1.3%	0	0.0%
24	56	21	2	3.6%	2	9.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
25	218	86	9	4.2%	6	7.1%	2	0.9%	2	2.3%	2	0.9%	1	1.2%
26	140	30	8	5.8%	4	13.3%	4	2.9%	3	10.0%	4	2.9%	1	3.3%
27	166	27	8	4.8%	5	18.5%	4	2.4%	2	7.4%	2	1.2%	1	3.7%
28	111	23	4	3.6%	2	8.7%	0	0.0%	2	8.7%	0	0.0%	1	4.3%
29	105	51	9	8.7%	4	7.8%	1	1.0%	2	3.9%	0	0.0%	2	3.9%

North Smithfield

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Beat 1	427	122	46	10.8%	33	27.3%	22	5.2%	18	14.8%	4	0.9%	3	2.5%
Beat 2	510	59	47	9.2%	8	13.6%	23	4.5%	4	6.8%	8	1.6%	1	1.7%
Beat 3	316	25	35	11.1%	5	20.0%	21	6.6%	4	16.0%	5	1.6%	1	4.0%
Dowl Pk-Lin. Ln N/S	761	365	78	10.3%	65	17.9%	47	6.2%	35	9.6%	8	1.1%	3	0.8%
Rte. 146 W-Mass Line	368	115	26	7.1%	10	8.7%	14	3.8%	4	3.5%	3	0.8%	2	1.7%

Pawtucket

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Car 101	2308	1079	36	1.6%	23	2.1%	10	0.4%	7	0.6%	10	0.4%	5	0.5%
Car 102	2839	446	15	0.5%	3	0.7%	2	0.1%	0	0.0%	2	0.1%	0	0.0%
Car 103	1152	455	20	1.8%	17	3.8%	8	0.7%	5	1.1%	4	0.3%	3	0.7%
Car 104	945	570	10	1.1%	17	3.1%	6	0.6%	5	0.9%	4	0.4%	1	0.2%
Car 105	1671	875	19	1.2%	46	5.3%	5	0.3%	15	1.7%	5	0.3%	8	0.9%
Car 106	1400	720	20	1.4%	38	5.3 %	9	0.6%	16	2.2%	7	0.5%	10	1.4%
Car 107	221	513	17	7.9%	42	8.3%	7	3.2%	8	1.6%	5	2.3%	6	1.2%

Portsmouth

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Com. Fen. Pt Area	804	83	100	12.5%	10	12.2%	38	4.7%	3	3.6%	19	2.4%	2	2.4%
Island Park Area	437	30	45	10.5%	2	6.7%	22	5.0%	2	6.7%	8	1.8%	1	3.3%
Sunny Acres Area	330	37	22	6.7%	3	8.3%	9	2.7%	1	2.7%	2	0.6%	0	0.0%
Kaiser Alum. Area	272	22	20	7.4%	2	9.1%	12	4.4%	2	9.1%	3	1.1%	0	0.0%
High School Area	450	42	37	8.3%	5	11.9%	16	3.6%	2	4.8%	6	1.3%	0	0.0%
Dunk. Don. Area	92	6	5	5.6%	0	0.0%	2	2.2%	0	0.0%	1	1.1%	0	0.0%
Police Hq. Area	711	65	53	7.5%	8	12.3%	21	3.0%	3	4.6%	5	0.7%	0	0.0%
Ports. Abbey Area	215	39	10	4.7%	3	7.7%	3	1.4%	1	2.6%	1	0.5%	1	2.6%
Bend Boat Basin Area	97	13	4	4.2%	3	23.1%	2	2.1%	3	23.1%	1	1.0%	0	0.0%
Hilltop Farms Area	292	25	17	5.9%	3	12.0%	6	2.1%	1	4.0%	3	1.0%	0	0.0%
Sea Mead. Farms Area	145	10	12	8.3%	0	0.0%	2	1.4%	0	0.0%	1	0.7%	0	0.0%
Glen Farms Area	235	28	14	6.0%	4	14.3%	7	3.0%	2	7.1%	0	0.0%	0	0.0%
Lawton Valley Area	323	41	20	6.2%	1	2.4%	3	0.9%	0	0.0%	1	0.3%	0	0.0%
Raytheon Area	839	102	49	5.9%	11	10.9%	11	1.3%	2	2.0%	5	0.6%	2	2.0%
St. Mary’s Pond Area	222	26	12	5.4%	3	11.5%	1	0.5%	0	0.0%	0	0.0%	0	0.0%
Sandy Point Area	292	22	18	6.2%	0	0.0%	7	2.4%	0	0.0%	1	0.3%	0	0.0%
Hog Island	2	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Prudence Island	1	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Our Town	12	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Providence

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
1	1307	684	72	6.0%	124	19.4%	35	2.7%	66	9.6%	35	2.7%	44	6.4%
2	575	1588	178	33.1%	520	34.9%	128	12.3%	328	25.7%	126	21.9%	300	18.9%
3	504	1134	82	17.3%	165	15.4%	52	10.3%	98	8.6%	48	9.5%	84	7.4%
4	870	1362	119	14.6%	306	23.8%	58	6.7%	140	10.3%	56	6.4%	125	9.2%
5	617	1213	204	34.3%	439	37.6%	128	20.7%	231	19.0%	111	18.0%	223	18.4%
6	421	592	75	19.2%	139	24.6%	40	9.5%	43	7.35	35	8.3%	33	5.6%
7	517	487	83	17.4%	115	24.7%	51	9.9%	64	13.1%	48	9.3%	59	12.1%
8	470	261	22	4.8%	47	15.5%	15	3.1%	38	14.6%	15	3.2%	30	11.5%
9	888	268	50	5.8%	33	12.8%	34	3.8%	20	7.5%	32	3.6%	15	5.6%

Richmond

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Route 138	601	43	59	10.0%	11	26.2%	12	2.0%	2	4.7%	7	1.2%	1	2.3%
All other st. & town rds	716	37	60	9.3%	8	24.2%	19	2.7%	1	2.7%	8	1.1%	0	0.0%
I-95	189	17	25	15.2%	5	38.5%	13	6.9%	1	5.9%	3	1.6%	1	5.9%

Scituate

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
N Rte 14	264	13	8	3.3%	2	15.4%	4	1.5%	1	7.7%	1	0.4%	0	0.0%
S Rte 14	310	11	20	6.6%	1	9.1%	7	2.3%	1	9.1%	3	1.0%	0	0.0%
Rte.6/6A-Rte. 101	665	62	26	4.0%	6	10.0%	12	1.8%	2	3.2%	7	1.1%	0	0.0%
All other st. hwy	810	23	40	5.2%	4	18.2%	16	2.0%	1	4.3%	2	0.2%	0	0.0%

Smithfield

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Beat 1	2265	189	68	3.0%	13	6.9%	23	1.0%	3	1.6%	19	0.8%	2	1.1%
Beat 2	1603	170	72	4.5%	14	8.2%	20	1.2%	3	1.8%	19	1.2%	2	1.2%
Beat 3	2343	241	118	5.0%	16	6.6%	23	1.0%	4	1.7%	20	0.9%	4	1.7%
Out of Town	1	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

South Kingstown

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
NE area	5806	782	73	1.4%	26	3.6%	23	0.4%	9	1.2%	21	0.4%	9	1.2%
NW area	1989	236	24	1.3%	8	3.5%	12	0.6%	4	1.7%	11	0.6%	4	1.7%
South area	2210	146	40	1.9%	9	6.4%	12	0.5%	3	2.1%	12	0.5%	3	2.1%
Town E area	2358	183	39	1.7%	12	6.8%	11	0.5%	2	1.1%	10	0.4%	2	1.1%
Town W area	1363	168	39	2.9%	10	6.1%	20	1.5%	4	2.4%	20	1.5%	4	2.4%

Tiverton

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Sector 1	2095	179	175	8.5%	11	6.2%	101	4.8%	5	2.8%	83	4.0%	3	1.7%
Sector 2	1291	53	81	6.5%	7	13.5%	49	3.8%	4	7.5%	41	3.2%	2	3.8%
Sector 3	788	31	74	9.5%	4	12.9%	39	4.9%	2	6.5%	32	4.1%	2	6.5%

Warren

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
South Sector	2292	133	114	5.1%	18	13.6%	70	3.1%	13	9.8%	18	0.8%	2	1.5%
North Sector	1545	149	121	8.1%	40	28.0%	73	4.7%	21	14.1%	24	1.6%	6	4.0%
East Sector	526	14	16	3.1%	1	7.1%	8	1.5%	0	0.0%	5	1.0%	0	0.0%

Warwick

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
1	1213	111	81	6.9%	8	7.5%	51	4.2%	6	5.4%	25	2.1%	1	0.9%
2	1159	74	95	9.0%	4	5.4%	56	4.8%	1	1.4%	20	1.7%	1	1.4%
3	765	79	109	14.4%	11	14.3%	43	5.6%	7	8.9%	15	2.0%	5	6.3%
4	510	41	52	10.3%	8	20.0%	33	6.5%	2	4.9%	18	3.5%	1	2.4%
5	761	112	139	18.6%	29	26.1%	59	7.8%	15	13.4%	18	2.4%	2	1.8%
6	1127	116	122	11.0%	12	10.5%	62	5.5%	10	8.6%	31	2.8%	6	5.2%
7	281	28	46	16.7%	4	14.8%	28	10.0%	1	3.6%	6	2.1%	0	0.0%
8	937	177	150	16.6%	47	26.7%	72	7.7%	23	13.0%	40	4.3%	13	7.3%
9	995	239	121	12.5%	48	20.3%	63	6.3%	26	10.9%	28	2.8%	5	2.1%
10	1158	234	147	12.9%	41	17.8%	74	6.4%	18	7.7%	26	2.2%	5	2.1%
11	1062	186	128	12.3%	34	18.5%	67	6.3%	18	9.7%	32	3.0%	5	2.7%
12	828	88	47	5.8%	6	7.1%	27	3.3%	3	3.4%	14	1.7%	1	1.1%
13	1199	242	113	9.7%	46	19.4%	73	6.1%	33	13.6%	14	1.2%	7	2.9%
14	609	114	55	9.2%	20	17.7%	27	4.4%	9	7.9%	12	2.0%	3	2.6%
15	640	183	71	11.2%	58	31.9%	41	6.4%	35	19.1%	23	3.6%	14	7.7%
16	778	103	78	10.3%	13	12.7%	49	6.3%	7	6.8%	19	2.4%	1	1.0%

West Greenwich

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Mishnock	425	28	42	10.8%	8	30.8%	20	4.7%	3	10.7%	19	4.5%	3	10.7%
Nooseneck Hwy	338	20	26	9.4%	3	15.8%	14	4.1%	1	5.0%	12	3.6%	1	5.0%
Victory Hwy	190	18	9	5.7%	3	17.6%	2	1.1%	1	5.6%	2	1.1%	1	5.6%
West End	66	2	10	17.2%	1	50.0%	6	9.1%	0	0.0%	6	9.1%	0	0.0%

West Warwick

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
Arctic	1029	100	88	8.9%	18	18.8%	38	3.7%	9	9.0%	27	2.6%	7	7.0%
Phenix	457	48	51	12.3%	7	15.9%	24	5.3%	5	10.4%	12	2.6%	4	8.3%
Natick	810	118	71	9.3%	12	10.8%	37	4.6%	5	4.2%	24	3.0%	2	1.7%
Crompton	1127	104	105	9.7%	13	14.0%	48	4.3%	8	7.7%	30	2.7%	7	6.7%

Westerly

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
North	578	50	56	10.7%	5	11.6%	13	2.2%	0	0.0%	12	2.1%	0	0.0%
South	462	50	52	12.7%	5	11.4%	19	4.1%	1	2.0%	18	3.9%	1	2.0%
Inside	439	43	47	14.0%	8	24.2%	11	2.5%	4	9.3%	10	2.3%	3	7.0%
Beach	324	26	31	10.8%	2	8.0%	11	3.4%	2	7.7%	10	3.1%	2	7.7%
Bradford	491	38	28	6.3%	4	10.8%	9	1.8%	0	0.0%	6	1.2%	0	0.0%

Woonsocket

Location	Total White Stops	Total Non-White Stops	Search and Frisk				Search and Frisk Excluding Incident to Arrest				Search and Frisk Excluding Incident to Arrest & Inventory			
			White		Non-White		White		Non-White		White		Non-White	
	N	N	N	%	N	%	N	%	N	%	N	%	N	%
NE Bl. Riv-MA St Ln	2779	832	325	12.1%	157	19.5%	146	5.3%	65	7.8%	97	3.5%	40	4.8%
N Bl Riv St -Paine St MA	630	210	60	10.1%	38	18.5%	21	3.3%	13	6.2%	11	1.7%	8	3.8%
E Bl Riv-N Paine St MA	630	153	62	10.0%	28	18.7%	28	4.4%	11	7.2%	21	3.3%	7	4.6%
SW Bl Riv- S City Ln	551	153	94	17.7%	32	21.5%	33	6.0%	11	7.2%	13	2.4%	6	3.9%
S Bl Riv-S City Line	434	197	54	12.6%	43	22.4%	19	4.4%	17	8.6%	13	3.0%	9	4.6%
WS Bl Riv S City Line	467	277	82	18.1%	79	29.9%	39	8.4%	38	13.7%	31	6.6%	29	10.5%

STATE POLICE - CHEPACHET

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	9,705					
Reason for the Stop:		%	N			
	Investigatory	0.7%	(71)			
	Motor Vehicle	88.9%	(8548)			
	Assist	10.4%	(1001)			
Basis for the Stop:		%	N		%	N
	Speeding	74.8%	(7229)	Call for Service	0.6%	(54)
	Other Traffic Violations	8.8%	(850)	APB	0.0%	(4)
	Equipment Violations	3.9%	(374)	Suspicious Person	0.1%	(10)
	Registration Violation	1.8%	(171)	Motorist Assist	10.0%	(965)
	City or Town Ordinance	0.0%	(0)	Warrant	0.0%	(1)
	Special Detail	0.0%	(2)			
Outcome of the Stop:		%	N			
	Citation	80.5%	(7721)			
	Notice of Demand	0.3%	(30)			
	Warning	6.6%	(633)			
	Arrest	2.4%	(231)			
	No Action	10.2%	(982)			
		%	N			
Stops with Search:		2.4%	(235)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	52.4%	(4971)			
	2nd Shift (4 p to 12 a)	29.6%	(2811)			
	3rd Shift (12 a to 8 a)	18.0%	(1704)			
Date of Week:		%	N			
	Weekday	70.5%	(6764)			
	Weekend	29.5%	(2830)			
Season:		%	N			
	Winter	16.8%	(1621)			
	Spring	31.1%	(3005)			
	Summer	30.8%	(2981)			
	Fall	21.3%	(2062)			
Driver Race:		%	N		%	N
	White	86.6%	(8394)	Asian	2.1%	(203)
	Black/African American	5.7%	(554)	Native American	0.0%	(3)
	Hispanic	5.2%	(502)	Other	0.4%	(35)
Driver Gender:		%	N			
	Male	67.7%	(6556)			
	Female	32.3%	(3122)			

STATE POLICE - CHEPACHET

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	8187	1224	9411	N	4407	559	4966
(8am - 4pm)	%	87.0%	13%	100.0%	%	88.7%	11.3%	100.0%
2nd Shift	N	3102	431	3533	N	2461	349	2810
(4pm – 12am)	%	87.8%	12.2%	100.0%	%	87.6%	12.4%	100.0%
3rd Shift	N	2485	481	2966	N	1331	370	1701
(12am – 8am)	%	83.8%	16.2%	100.0%	%	78.2%	21.8%	100.0%

2. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	3189	511	3700	N	1406	213	1619
(Dec – Feb)	%	86.2%	13.8%	100.0%	%	86.8%	13.2%	100.0%
Spring	N	4205	671	4876	N	2571	433	3004
(Mar – May)	%	86.2%	13.8%	100.0%	%	85.6%	14.4%	100.0%
Summer	N	3400	561	3961	N	2563	412	2975
(Jun – Aug)	%	85.8%	14.2%	100.0%	%	86.2%	13.8%	100.0%
Fall	N	3436	482	3918	N	1825	234	2059
(Sep – Nov)	%	87.7%	12.3%	100.0%	%	88.6%	11.4%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

3. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	6208	N	2995
	%	38.2%	%	31.2%
Non-White Male over 30	N	934	N	417
	%	5.7%	%	4.3%
White Male under 31	N	3630	N	2532
	%	22.3%	%	26.4%
Non-White Male under 31	N	791	N	563
	%	4.9%	%	5.9%
White Female over 30	N	2503	N	1393
	%	15.4%	%	14.5%
Non-White Female over 30	N	270	N	126
	%	1.7%	%	1.3%
White Female under 31	N	1718	N	1398
	%	10.6%	%	14.6%
Non-White Female under 31	N	199	N	180
	%	1.2%	%	1.9%
Total	N	16253	N	9604
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

4. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	155	41	N	59	12
	%	1.1%	1.8%	%	0.7%	0.9%
Motor Vehicle Violation	N	11923	979	N	7368	1159
	%	83.2%	88.2%	%	88.7%	90.3%
Assist	N	2062	191	N	881	112
	%	14.4%	8.5%	%	10.6%	8.7%

STATE POLICE - CHEPACHET

5. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	4375	465
	%	31.6%	21.3%
Speeding (Low)	N	4585	355
	%	33.1%	16.3%
Other Traffic Violation	N	1761	460
	%	12.3%	20.5%
Equipment Violation	N	745	391
	%	5.2%	17.4%
Registration Violation	N	210	181
	%	1.5%	8.1%
Calls for Service/APB	N	25	13
	%	0.2%	0.6%
City Ordinance Violation	N	1	1
	%	0.0%	0.0%
Special Detail	N	9	1
	%	0.1%	0.0%
Motorist Assist	N	2002	183
	%	14.0%	8.2%
Warrant	N	3	3
	%	0.0%	0.1%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	2274	398
	%	27.6%	30.9%
Speeding (Low)	N	4022	394
	%	48.9%	30.6%
Other Traffic Violation	N	647	138
	%	7.9%	10.7%
Equipment Violation	N	213	122
	%	2.6%	9.5%
Registration Violation	N	65	71
	%	0.8%	5.5%
Calls for Service	N	42	7
	%	0.5%	0.5%
City Ordinance Violation	N	0	0
	%	0.0%	0.0%
Special Detail	N	0	1
	%	0.0%	0.1%
Motorist Assist	N	840	108
	%	10.2%	8.4%
Warrant	N	1	0
	%	0.0%	0.0%
APB	N	2	1
	%	0.0%	0.1%
Suspicious Person	N	8	2
	%	0.1%	0.2%
More Than One	N	115	44
	%	1.4%	3.4%

STATE POLICE HOPE VALLEY

General Information on Traffic Stops in 2004-2005

Total Number of Stops: 14,515						
Reason for the Stop:		%	N			
	Investigatory	1.8%	(259)			
	Motor Vehicle	89.4%	(12795)			
	Assist	8.8%	(1259)			
Basis for the Stop:		%	N		%	N
	Speeding	68.5%	(9869)	Call for Service	0.8%	(115)
	Other Traffic Violations	9.2%	(1327)	APB	0.2%	(33)
	Equipment Violations	9.2%	(1328)	Suspicious Person	0.5%	(68)
	Registration Violation	2.9%	(413)	Motorist Assist	8.1%	(1168)
	City or Town Ordinance	0.1%	(9)	Warrant	0.1%	(11)
	Special Detail	0.4%	(59)			
Outcome of the Stop:		%	N			
	Citation	74.7%	(10631)			
	Notice of Demand	1.6%	(222)			
	Warning	11.4%	(1626)			
	Arrest	3.2%	(456)			
	No Action	9.1%	(1299)			
		%	N			
Stops with Search:		5.4%	(771)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	45.0%	(6292)			
	2nd Shift (4 p to 12 a)	29.7%	(4145)			
	3rd Shift (12 a to 8 a)	25.3%	(3539)			
Date of Week:		%	N			
	Weekday	70.0%	(9902)			
	Weekend	30.0%	(4243)			
Season:		%	N			
	Winter	17.2%	(2472)			
	Spring	26.3%	(3766)			
	Summer	30.5%	(4372)			
	Fall	26.0%	(3736)			
Driver Race:		%	N		%	N
	White	73.2%	(10529)	Asian	5.4%	(774)
	Black/African American	11.4%	(1641)	Native American	0.2%	(25)
	Hispanic	9.5%	(1370)	Other	3%	(46)
Driver Gender:		%	N			
	Male	73.2%	(10506)			
	Female	26.8%	(3847)			

STATE POLICE HOPE VALLEY

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	7203	2321	9524	N	4728	1522	6250
(8am - 4pm)	%	75.6%	24.4%	100.0%	%	75.6%	24.4%	100.0%
2nd Shift	N	4700	1508	6208	N	3059	1045	4104
(4pm – 12am)	%	75.7%	24.3%	100.0%	%	74.5%	25.5%	100.0%
3rd Shift	N	3592	1567	5159	N	2361	1149	3510
(12am – 8am)	%	69.6%	30.4%	100.0%	%	67.3%	32.7%	100.0%

2. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	3973	1348	5321	N	1766	678	2444
(Dec – Feb)	%	74.7%	25.3%	100.0%	%	72.3%	27.7%	100.0%
Spring	N	4204	1516	5720	N	2784	956	3740
(Mar – May)	%	73.5%	26.5%	100.0%	%	74.4%	25.6%	100.0%
Summer	N	3541	1276	4817	N	3162	1175	4337
(Jun – Aug)	%	73.5%	26.5%	100.0%	%	72.9%	37.1%	100.0%
Fall	N	4212	1416	5628	N	2715	991	3706
(Sep – Nov)	%	74.8%	25.2%	100.0%	%	73.3%	26.7%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

3. Age, Gender and Race

Race/Gender/Age	**2001-2003**		**2004-2005**	
White Male over 30	N	7139	N	4039
	%	33.4%	%	28.6%
Non-White Male over 30	N	2875	N	1626
	%	13.5%	%	11.5%
White Male under 31	N	4356	N	3292
	%	20.4%	%	23.3%
Non-White Male under 31	N	1615	N	1361
	%	7.6%	%	9.7
White Female over 30	N	2583	N	1568
	%	12.1%	%	11.1%
Non-White Female over 30	N	617	N	397
	%	2.9%	%	2.8%
White Female under 31	N	1755	N	1429
	%	8.2%	%	10.1%
Non-White Female under 31	N	403	N	390
	%	1.9%	%	2.8%
Total	N	21343	N	14102
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

4. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	**Non-White**		**White**	**Non-White**
Investigatory	N	301	57	N	208	50
	%	1.9%	1.0%	%	2.0%	1.3%
Motor Vehicle Violation	N	12991	4715	N	9262	3393
	%	80.4%	83.7%	%	89.4%	89.6%
Assist	N	2658	804	N	887	345
	%	16.5%	14.3%	%	8.6%	9.1%

5. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	5745	2765
	%	36.9%	50.6%
Speeding (Low)	N	3754	1132
	%	24.1%	20.7%
Other Traffic Violation	N	1487	297
	%	9.2%	5.3%
Equipment Violation	N	1523	313
	%	9.4%	5.6%
Registration Violation	N	160	74
	%	1.0%	1.3%
Calls for Service/APB	N	75	22
	%	0.5%	0.4%
City Ordinance Violation	N	13	2
	%	0.1%	0.0%
Special Detail	N	42	1
	%	0.3%	0.0%
Motorist Assist	N	2605	778
	%	16.1%	13.8%
Warrant	N	8	4
	%	0.0%	0.1%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	3316	1401
	%	32.1%	37.0%
Speeding (Low)	N	3701	1212
	%	35.8%	32.0%
Other Traffic Violation	N	763	211
	%	7.4%	5.6%
Equipment Violation	N	947	237
	%	9.2%	6.3%
Registration Violation	N	179	97
	%	1.7%	2.6%
Calls for Service	N	79	23
	%	0.8%	0.6%
City Ordinance Violation	N	6	0
	%	0.1%	0.0%
Special Detail	N	15	8
	%	0.1%	0.2%
Motorist Assist	N	802	315
	%	7.8%	8.3%
Warrant	N	3	0
	%	0.0%	0.0%
APB	N	20	2
	%	0.2%	0.1%
Suspicious Person	N	45	11
	%	0.4%	0.3%
More Than One	N	456	269
	%	4.4%	7.1%

STATE POLICE LINCOLN WOODS

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	15,477					
Reason for the Stop:		%	N			
	Investigatory	1.8%	(280)			
	Motor Vehicle	76.8%	(11699)			
	Assist	21.4%	(3262)			
Basis for the Stop:		%	N		%	N
	Speeding	41.7%	(6431)	Call for Service	1.1%	(174)
	Other Traffic Violations	13.7%	(2116)	APB	0.1%	(17)
	Equipment Violations	14.8%	(2273)	Suspicious Person	0.3%	(44)
	Registration Violation	7.0%	(1071)	Motorist Assist	20.4%	(3143)
	City or Town Ordinance	0.0%	(5)	Warrant	0.1%	(15)
	Special Detail	0.8%	(116)			
Outcome of the Stop:		%	N			
	Citation	57.5%	(8711)			
	Notice of Demand	3.4%	(509)			
	Warning	12.9%	(1954)			
	Arrest	5.2%	(787)			
	No Action	21.1%	(3198)			
		%	N			
Stops with Search:		4.9%	(750)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	41.8%	(6307)			
	2nd Shift (4 p to 12 a)	30.6%	(4617)			
	3rd Shift (12 a to 8 a)	27.6%	4167			
Date of Week:		%	N			
	Weekday	70.3%	(10708)			
	Weekend	29.7%	(4522)			
Season:		%	N			
	Winter	17.3%	(2665)			
	Spring	28.8%	(4430)			
	Summer	32.7%	(5034)			
	Fall	21.1%	(3251)			
Driver Race:		%	N		%	N
	White	67.0%	(10339)	Asian	2.5%	(388)
	Black/African American	15.5%	(2390)	Native American	0%	(7)
	Hispanic	14.6%	(2255)	Other	0.3%	(46)
Driver Gender:		%	N			
	Male	73.3%	(11231)			
	Female	26.5%	(4097)			

STATE POLICE LINCOLN WOODS

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	8780	2811	11591	N	4445	1846	6291
(8am - 4pm)	%	75.7%	24.3%	100.0%	%	70.7%	29.3%	100%
2nd Shift	N	5289	2175	7464	N	3045	1559	4604
(4pm – 12am)	%	70.9%	29.1%	100.0%	%	66.1%	33.9%	100.0%
3rd Shift	N	3654	1580	6566	N	2603	1550	4153
(12am – 8am)	%	69.8%	37.3%	100.0%	%	62.7%	37.3%	100%

2. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	4303.0	1479.0	5782.0	N	1865.0	781.0	2646.0
(Dec – Feb)	%	74.4%	25.6%	100.0%	%	70.5%	29.5%	100.0%
Spring	N	5039.0	1895.0	6934.0	N	2974.0	1447.0	4421.0
(Mar – May)	%	72.7%	27.3%	100.0%	%	67.3%	32.7%	100.0%
Summer	N	4171.0	1669.0	5840.0	N	3228.0	1795.0	5023.0
(Jun – Aug)	%	71.4%	28.6%	100.0%	%	64.3%	35.7%	100.0%
Fall	N	4721.0	1706.0	6427.0	N	2208.0	1036.0	3244.0
(Sep – Nov)	%	73.5%	26.5%	100.0%	%	68.1%	31.9%	100.0%

STATE POLICE LINCOLN WOODS

Characteristics of Individuals Stopped: Age, Gender and Race

3. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	8248.0	N	4097
	%	33.3%	%	27.0%
Non-White Male over 30	N	2967.0	N	1827
	%	12.0%	%	12.0%
White Male under 31	N	4568.0	N	3124
	%	18.4%	%	20.6%
Non-White Male under 31	N	2379.0	N	2065
	%	9.6%	%	13.6%
White Female over 30	N	3137.0	N	1405
	%	12.7%	%	9.3%
Non-White Female over 30	N	796.0	N	531
	%	3.2%	%	3.5%
White Female under 31	N	2146.0	N	1520
	%	8.7%	%	10.0%
Non-White Female under 31	N	544.0	N	593
	%	2.2%	%	3.9%
Total	N	24785.0	N	15162
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

4. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	**Non-White**		**White**	**Non-White**
Investigatory	N	321	174	N	162	118
	%	1.7%	2.5%	%	1.6%	8.0%
Motor Vehicle Violation	N	13715	5108	N	7733	392
	%	74.4%	74.8%	%	76.1%	26.4%
Assist	N	4201	1445	N	2267	974
	%	22.8%	21.2%	%	22.3%	65.6%

STATE POLICE LINCOLN WOODS

5. Basis for Stop by Race

2001-2003				2004-2005			
Basis for Stop		**White**	**Non-White**	**Basis for Stop**		**White**	**Non-White**
Speeding (High)	N	6464	1765	Speeding (High)	N	3113	967
	%	36.1%	26.6%		%	30.4%	19.2%
Speeding (Low)	N	2847	592	Speeding (Low)	N	1832	400
	%	15.9%	8.9%		%	17.9%	7.9%
Other Traffic Violation	N	2768	1170	Other Traffic Violation	N	1232	702
	%	15.0%	17.1%		%	12.0%	13.9%
Equipment Violation	N	1094	967	Equipment Violation	N	1033	1091
	%	5.9%	14.2%		%	10.1%	21.7%
Registration Violation	N	315	448	Registration Violation	N	332	562
	%	1.7%	6.6%		%	3.2%	11.2%
Calls for Service/APB	N	69	33	Calls for Service	N	121	46
	%	0.4%	0.5%		%	1.2%	0.9%
City Ordinance Violation	N	5	3	City Ordinance Violation	N	4	0
	%	0.0%	0.0%		%	0.0%	0.0%
Special Detail	N	55	28	Special Detail	N	42	41
	%	0.3%	0.4%		%	0.4%	0.8%
Motorist Assist	N	4140	1418	Motorist Assist	N	2127	928
	%	22.4%	20.8%		%	20.8%	18.4%
Warrant	N	12	14	Warrant	N	6	4
	%	0.1%	0.2%		%	0.1%	0.1%
				APB	N	9	5
					%	0.1%	0.1%
				Suspicious Person	N	25	13
					%	0.2%	0.3%
				More Than One	N	349	275
					%	3.4%	5.5%

STATE POLICE - PORTSMOUTH

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	6,397					
Reason for the Stop:		%	N			
	Investigatory	0.6%	(39)			
	Motor Vehicle	92.2%	(5827)			
	Assist	7.2%	(453)			
Basis for the Stop:		%	N		%	N
	Speeding	68.6%	(4361)	Call for Service	0.4%	(28)
	Other Traffic Violations	9.9%	(628)	APB	0.1%	(9)
	Equipment Violations	12.2%	(776)	Suspicious Person	0.1%	(9)
	Registration Violation	1.6%	(101)	Motorist Assist	6.8%	(432)
	City or Town Ordinance	0.0%	(1)	Warrant	0.0%	(1)
	Special Detail	0.1%	(9)			
Outcome of the Stop:		%	N			
	Citation	67.1%	(4239)			
	Notice of Demand	3.0%	(188)			
	Warning	20.1%	(1267)			
	Arrest	2.4%	(154)			
	No Action	7.4%	(466)			
		%	N			
Stops with Search:		3.6%	(221)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	42.9%	(2676)			
	2nd Shift (4 p to 12 a)	34.7%	(2168)			
	3rd Shift (12 a to 8 a)	22.4%	(1397)			
Date of Week:		%	N			
	Weekday	70.0%	(4408)			
	Weekend	30.0%	(1891)			
Season:		%	N			
	Winter	18.2%	(1153)			
	Spring	26.8%	(1702)			
	Summer	32.7%	(2077)			
	Fall	22.3%	(1418)			
Driver Race:		%	N		%	N
	White	87.7%	(5598)	Asian	1.9%	(119)
	Black/African American	6.3%	(400)	Native American	0.1%	(6)
	Hispanic	3.9%	(252)	Other	0.1%	(8)
Driver Gender:		%	N			
	Male	68.6%	(4344)			
	Female	31.4%	(1991)			

STATE POLICE - PORTSMOUTH

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	3835	553	4388	N	2379	293	2672
(8am - 4pm)	%	87.4%	12.6%	100.0%	%	89.0%	11.0%	100.0%
2nd Shift	N	3861	516	4377	N	1920	246	2166
(4pm – 12am)	%	88.2%	11.8%	100.0%	%	88.6%	11.4%	100.0%
3rd Shift	N	2056	296	2352	N	1163	229	1392
(12am – 8am)	%	87.4%	12.6%	100.0%	%	83.5%	16.5%	100.0%

2. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	2660	339	2999	N	981	166	1147
(Dec – Feb)	%	88.7%	12.5%	100.0%	%	85.5%	14.5%	100.0%
Spring	N	2618	375	2993	N	1499	200	1699
(Mar – May)	%	87.5%	12.5%	100.0%	%	88.2%	11.8%	100.0%
Summer	N	2320	359	2679	N	1842	233	2075
(Jun – Aug)	%	86.6%	13.4%	100.0%	%	88.8%	11.2%	100.0%
Fall	N	2424	331	2755	N	1233	182	1415
(Sep – Nov)	%	88.0%	12.0%	100.0%	%	87.1%	12.9%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

3. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	4444	N	2127.0
	%	39.1%	%	33.8%
Non-White Male over 30	N	670	N	325
	%	5.9%	%	5.2%
White Male under 31	N	2556	N	1608
	%	22.5%	%	25.5%
Non-White Male under 31	N	418	N	255
	%	3.7%	%	4.1%
White Female over 30	N	1732	N	949
	%	15.2%	%	15.1%
Non-White Female over 30	N	1235	N	105
	%	1.5%	%	1.7%
White Female under 31	N	132	N	840
	%	10.9%	%	13.3%
Non-White Female under 31	N	132	N	86
	%	1.2%	%	1.4%
Total	N	11358	N	6295
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

4. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	115	26	N	28	11
	%	1.1%	1.8%	%	0.5%	1.4%
Motor Vehicle Violation	N	8885	1228	N	5145	667
	%	87.8%	86.3%	%	93.1%	85.8%
Assist	N	1030	149	N	352	99
	%	10.2%	10.5%	%	6.4%	12.7%

STATE POLICE - PORTSMOUTH

5. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	3308	1016
	%	33.4%	26.6%
Speeding (Low)	N	2842	341
	%	28.7%	24.6%
Other Traffic Violation	N	1235	192
	%	12.2%	13.5%
Equipment Violation	N	1278	271
	%	12.6%	19.0%
Registration Violation	N	123	31
	%	1.2%	2.2%
Calls for Service/APB	N	15	6
	%	0.1%	0.4%
City Ordinance Violation	N	0	1
	%	0.0%	0.1%
Special Detail	N	21	6
	%	0.2%	0.4%
Motorist Assist	N	1031	149
	%	10.2%	10.5%
Warrant	N	2	1
	%	0.0%	0.1%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	3162	380
	%	28.6%	24.4%
Speeding (Low)	N	693	78
	%	6.3%	5.0%
Other Traffic Violation	N	482	88
	%	4.4%	5.7%
Equipment Violation	N	621	86
	%	5.6%	5.5%
Registration Violation	N	61	13
	%	0.6%	0.8%
Calls for Service	N	21	3
	%	0.2%	0.2%
City Ordinance Violation	N	2	1
	%	0.0%	0.1%
Special Detail	N	330	100
	%	3.0%	6.4%
Motorist Assist	N	1	0
	%	0.0%	0.0%
Warrant	N	6	2
	%	0.1%	0.1%
APB	N	6	2
	%	0.1%	0.1%
Suspicious Person	N	138	26
	%	1.3%	1.7%
More Than One	N	5523	779
	%	50.0%	50.0%

STATE POLICE WICKFORD

General Information on Traffic Stops in 2004-2005

Total Number of Stops: 11,298						
Reason for the Stop:		%	N			
	Investigatory	1.1%	(124)			
	Motor Vehicle	86.7%	(9665)			
	Assist	12.2%	(1364)			
Basis for the Stop:		%	N		%	N
	Speeding	55.9%	(6244)	Call for Service	0.4%	(45)
	Other Traffic Violations	13.5%	(1506)	APB	0.3%	(28)
	Equipment Violations	13.7%	(1530)	Suspicious Person	0.3%	(33)
	Registration Violation	3.7%	(4150	Motorist Assist	11.8%	(1315)
	City or Town Ordinance	0.0%	(1)	Warrant	0.1%	(14)
	Special Detail	0.3%	(37)			
Outcome of the Stop:		%	N			
	Citation	63.8%	(7077)			
	Notice of Demand	3.5%	(393)			
	Warning	16.7%	(1853)			
	Arrest	3.2%	(355)			
	No Action	12.8%	(1421)			
		%	N			
Stops with Search:		4.0%	(444)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	21.2%	(2317)			
	2nd Shift (4 p to 12 a)	52.6%	(5752)			
	3rd Shift (12 a to 8 a)	26.3%	(2873)			
Date of Week:		%	N			
	Weekday	70.8%	(7722)			
	Weekend	29.2%	(3181)			
Season:		%	N			
	Winter	18.3%	(2040)			
	Spring	28.8%	(3200)			
	Summer	31.6%	(3511)			
	Fall	21.3%	(2373)			
Driver Race:		%	N		%	N
	White	79.7%	(8920)	Asian	2.8%	(315)
	Black/African American	9.4%	(1053)	Native American	0.1%	(16)
	Hispanic	7.6%	(856)	Other	0.3%	(36)
Driver Gender:		%	N			
	Male	70.7%	(7866)			
	Female	29.3%	(3265)			

STATE POLICE WICKFORD

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	7130	1154	8284	N	4721	987	5708
(8am - 4pm)	%	86.1%	13.9%	100.0%	%	82.7%	17.3%	100.0%
2nd Shift	N	4509	850	5359	N	2242	609	2851
(4pm – 12am)	%	84.1%	15.9%	100.0%	%	78.6%	21.4%	100.0%
3rd Shift	N	2942	629	3571	N	1686	619	2305
(12am – 8am)	%	82.4%	17.6%	100.0%	%	73.1%	26.9%	100.0%

2. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	3802	678	4480	N	1572	455	2027
(Dec – Feb)	%	84.9%	15.1%	100.0%	%	77.6%	22.4%	100.0%
Spring	N	4181	807	4988	N	2500	681	3181
(Mar – May)	%	83.8%	16.2%	100.0%	%	78.6%	21.4%	100.0%
Summer	N	3585	643	4228	N	2804	667	3471
(Jun – Aug)	%	84.8%	15.2%	100.0%	%	80.8%	19.2%	100.0%
Fall	N	3448	595	4043	N	1913	447	2360
(Sep – Nov)	%	85.3%	14.7%	100.0%	%	81.1%	18.9%	100.0%

STATE POLICE WICKFORD

Characteristics of Individuals Stopped: Age, Gender and Race

3. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	6241	N	3156
	%	35.3%	%	28.9%
Non-White Male over 30	N	1208	N	862
	%	6.8%	%	7.9%
White Male under 31	N	4006	N	2786
	%	22.7%	%	25.5%
Non-White Male under 31	N	900	N	916
	%	5.1%	%	8.4%
White Female over 30	N	2664	N	1333
	%	15.1%	%	12.2%
Non-White Female over 30	N	315	N	207
	%	1.8%	%	1.9%
White Female under 31	N	2060	N	1414
	%	11.7%	%	13.0%
Non-White Female under 31	N	262	N	242
	%	1.5%	%	2.2%
Total	N	17656	N	10916
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

4. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	216	43	N	91	32
	%	1.4%	1.6%	%	1.0%	1.4%
Motor Vehicle Violation	N	12351	2187	N	7614	1968
	%	81.2%	79.6%	%	86.5%	87.5%
Assist	N	2486	488	N	1094	250
	%	16.3%	17.8%	%	12.4%	11.1%

STATE POLICE WICKFORD

5. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	5085	1095
	%	39.4%	41.1%
Speeding (Low)	N	2555	373
	%	17.3%	14.0%
Other Traffic Violation	N	1889	282
	%	12.4%	10.3%
Equipment Violation	N	1692	322
	%	11.1%	11.7%
Registration Violation	N	187	59
	%	1.2%	2.1%
Calls for Service/APB	N	76	14
	%	0.5%	0.5%
City Ordinance Violation	N	10	2
	%	0.1%	0.1%
Special Detail	N	20	6
	%	0.1%	0.2%
Motorist Assist	N	2375	471
	%	15.6%	17.1%
Warrant	N	5	0
	%	0.0%	0.0%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	3339	786
	%	80.9%	19.1%
Speeding (Low)	N	1678	258
	%	86.7%	13.3%
Other Traffic Violation	N	1016	211
	%	82.8%	17.2%
Equipment Violation	N	967	413
	%	70.1%	29.9%
Registration Violation	N	162	128
	%	55.9%	44.1%
Calls for Service	N	34	6
	%	85.0%	15.0%
City Ordinance Violation	N	1	0
	%	100.0%	0.0%
Special Detail	N	2	1
	%	66.7%	33.3%
Motorist Assist	N	1059	242
	%	81.4%	18.6%
Warrant	N	6	4
	%	60.0%	40.0%
APB	N	14	2
	%	87.5%	12.5%
Suspicious Person	N	23	6
	%	79.3%	20.7%
More Than One	N	403	179
	%	69.2%	30.8%

BARRINGTON

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	2,773					
Reason for the Stop:		%	N			
	Investigatory	2.1%	(58)			
	Motor Vehicle	94.6%	(2558)			
	Assist	3.2%	(87)			
Basis for the Stop:		%	N		%	N
	Speeding	62.9%	(1745)	Call for Service	0.6%	(18)
	Other Traffic Violations	12.5%	(346)	APB	0.2%	(6)
	Equipment Violations	13.2%	(367)	Suspicious Person	1.3%	(36)
	Registration Violation	5.4%	(149)	Motorist Assist	2.9%	(80)
	City or Town Ordinance	0.6%	(16)	Warrant	0.0%	(0)
	Special Detail	0.0%	(0)			
Outcome of the Stop:		%	N			
	Citation	38.4%	(1064)			
	Notice of Demand	1.2%	(34)			
	Warning	53.0%	(1469)			
	Arrest	1.5%	(42)			
	No Action	5.0%	(139)			
		%	N			
Stops with Search:		1.4%	(38)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	28.6%	(762)			
	2nd Shift (4 p to 12 a)	35.5%	(948)			
	3rd Shift (12 a to 8 a)	35.9%	(957)			
Date of Week:		%	N			
	Weekday	70.3%	(1950)			
	Weekend	25.2%	(699)			
Season:		%	N			
	Winter	23.8%	(661)			
	Spring	27.4%	(759)			
	Summer	22.7%	(630)			
	Fall	23.6%	(654)			
Driver Race:		%	N		%	N
	White	94.5%	(2609)	Asian	1.3%	(36)
	Black/African American	2.3%	(64)	Native American	0.0%	(0)
	Hispanic	1.7%	(47)	Other	0.0%	(0)
Driver Gender:		%	N			
	Male	56.3%	(1561)			
	Female	41.7%	(1157)			

BARRINGTON

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Post 1	N	340	22	362	Post 1	N	316	12	328
	%	93.9%	6.1%	100.0%		%	96.3%	3.7%	100.0%
Post 2	N	755	23	778	Post 2	N	543	20	563
	%	97.0%	3.0%	100.0%		%	96.4%	3.6%	100.0%
Post 3	N	387	12	399	Post 3	N	258	9	267
	%	97.0%	3.0%	100.0%		%	96.6%	3.4%	100.0%
Post 4	N	297	8	305	Post 4	N	181	8	189
	%	97.4%	2.6%	100.0%		%	95.8%	4.2%	100.0%
Post 5	N	921	72	993	Country Rd. & Wampanoag Trail	N	1220	96	1316
	%	92.7%	7.3%	100.0%		%	92.7%	7.3%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	1,150	52	1,202	N	729	32	761
(8am - 4pm)	%	95.7%	4.3%	100.0%	%	95.8%	4.2%	100.0%
2nd Shift	N	995	66	1,061	N	897	43	940
(4pm - 12am)	%	93.8%	6.2%	100.0%	%	95.4%	4.6%	100.0%
3rd Shift	N	576	23	599	N	887	69	956
(12am - 8am)	%	96.2%	3.8%	100.0%	%	92.8%	7.2%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	791	43	834	N	630	28	658
(Dec – Feb)	%	94.8%	5.2%	100.0%	%	95.7%	4.3%	100.0%
Spring	N	793	37	830	N	721	37	758
(Mar – May)	%	95.5%	4.5%	100.0%	%	95.1%	4.9%	100.0%
Summer	N	654	32	686	N	580	48	628
(Jun – Aug)	%	95.3%	4.7%	100.0%	%	92.4%	7.6%	100.0%
Fall	N	515	31	546	N	621	31	652
(Sep – Nov)	%	94.3%	5.7%	100.0%	%	95.2%	4.8%	100.0%

BARRINGTON

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Post 1	N	147	8	155	Post 1	N	165	4	169
		%	94.8%	5.2%	100.0%		%	97.6%	2.4%	100.0%
Shift 2 (4pm - 12am)		N	94	8	102		N	86	4	90
		%	92.2%	7.8%	100.0%		%	95.6%	4.4%	100.0%
Shift 3 (12am - 8am)		N	91	6	97		N	55	3	58
		%	93.8%	6.2%	100.0%		%	94.8%	5.2%	100.0%
Shift 1 (8am - 4pm)	Post 2	N	368	5	373	Post 2	N	209	9	218
		%	98.7%	1.3%	100.0%		%	95.9%	4.1%	100.0%
Shift 2 (4pm - 12am)		N	232	14	246		N	257	7	264
		%	94.3%	5.7%	100.0%		%	97.3%	2.7%	100.0%
Shift 3 (12am - 8am)		N	139	4	143		N	60	4	64
		%	97.2%	2.8%	100.0%		%	93.8%	6.3%	100.0%
Shift 1 (8am - 4pm)	Post 3	N	174	6	180	Post 3	N	68	0	68
		%	96.7%	3.3%	100.0%		%	100.0%	0.0%	100.0%
Shift 2 (4pm - 12am)		N	152	4	156		N	93	3	96
		%	97.4%	2.6%	100.0%		%	96.9%	3.1%	100.0%
Shift 3 (12am - 8am)		N	48	2	50		N	88	6	94
		%	96.0%	4.0%	100.0%		%	93.6%	6.4%	100.0%
Shift 1 (8am - 4pm)	Post 4	N	127	3	130	Post 4	N	59	2	61
		%	97.7%	2.3%	100.0%		%	96.7%	3.3%	100.0%
Shift 2 (4pm - 12am)		N	120	4	124		N	84	3	87
		%	96.8%	3.2%	100.0%		%	96.6%	3.4%	100.0%
Shift 3 (12am - 8am)		N	40	1	41		N	32	3	35
		%	97.6%	2.4%	100.0%		%	91.4%	8.6%	100.0%
Shift 1 (8am - 4pm)	Post 5	N	309	28	337	Country Rd. & Wampanoag Trail	N	219	17	236
		%	91.7%	8.3%	100.0%		%	92.8%	7.2%	100.0%
Shift 2 (4pm - 12am)		N	361	33	394		N	338	24	362
		%	91.6%	8.4%	100.0%		%	93.4%	6.6%	100.0%
Shift 3 (12am - 8am)		N	231	8	239		N	618	50	668
		%	96.7%	3.3%	100.0%		%	92.5%	7.5%	100.0%

BARRINGTON

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	881	N	830
	%	30.6%	%	30.8%
Non-White Male over 30	N	58	N	42
	%	2.0%	%	1.6%
White Male under 31	N	793	N	626
	%	27.5%	%	23.3%
Non-White Male under 31	N	51	N	51
	%	1.8%	%	1.9%
White Female over 30	N	751	N	663
	%	26.1%	%	24.6%
Non-White Female over 30	N	21	N	27
	%	0.7%	%	1.0%
White Female under 31	N	317	N	424
	%	11.0%	%	15.8%
Non-White Female under 31	N	10	N	28
	%	0.3%	%	1.0%
Total	N	2882	N	2691
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	115	11	N	54	3
	%	4.1%	7.6%	%	2.1%	2.1%
Motor Vehicle Violation	N	2,518	121	N	2414	135
	%	90.7%	84.0%	%	94.7%	93.1%
Assist	N	143	12	N	80	7
	%	5.2%	8.3%	%	3.1%	4.8%

BARRINGTON

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Post 1	N	31	0	Post 1	N	7	0
		%	100.0%	0.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	1250	59		N	618	23
		%	95.5%	4.5%		%	96.4%	3.6%
Assist		N	15	0		N	3	1
		%	100.0%	0.0%		%	75.0%	25.0%
Investigatory	Post 2	N	10	0	Post 2	N	0	1
		%	100.0%	0.0%		%	0.0%	100.0%
Motor Vehicle Violation		N	52	1		N	45	8
		%	98.1%	1.9%		%	84.9%	15.1%
Assist		N	1	0		N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	Post 3	N	15	0	Post 3	N	2	0
		%	100.0%	0.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	400	5		N	225	7
		%	98.8%	1.2%		%	97.0%	3.0%
Assist		N	13	0		N	2	0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	Post 4	N	43	1	Post 4	N	6	0
		%	97.7%	2.3%		%	100.0%	0.0%
Motor Vehicle Violation		N	1433	37		N	738	14
		%	97.5%	2.5%		%	98.1%	1.9%
Assist		N	17	0		N	3	0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	Post 5	N	26	1	Country Rd. & Wampanoag Trail	N	2	0
		%	96.3%	3.7%		%	100.0%	0.0%
Motor Vehicle Violation		N	202	5		N	103	1
		%	97.6%	2.4%		%	99.0%	1.0%
Assist		N	5	0		N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%

BARRINGTON

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	603	28
	%	22.2%	19.6%
Speeding (Low)	N	777	26
	%	28.6%	18.2%
Other Traffic Violation	N	546	30
	%	19.6%	21.0%
Equipment Violation	N	267	24
	%	9.6%	16.8%
Registration Violation	N	255	18
	%	9.1%	12.6%
Calls for Service/APB	N	57	4
	%	2.0%	2.8%
City Ordinance Violation	N	28	0
	%	1.0%	0.0%
Special Detail	N	50	2
	%	1.8%	1.4%
Motorist Assist	N	138	12
	%	4.9%	8.4%
Warrant	N	5	0
	%	0.2%	0.0%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	1402	73
	%	54.3%	49.0%
Speeding (Low)	N	232	11
	%	9.0%	7.4%
Other Traffic Violation	N	324	18
	%	12.5%	12.1%
Equipment Violation	N	338	26
	%	13.1%	17.4%
Registration Violation	N	139	9
	%	5.4%	6.0%
Calls for Service	N	17	1
	%	0.7%	0.7%
City Ordinance Violation	N	15	1
	%	0.6%	0.7%
Special Detail	N	0	0
	%	0.0%	0.0%
Motorist Assist	N	73	7
	%	2.8%	4.7%
Warrant	N	0	0
	%	0.0%	0.0%
APB	N	6	0
	%	0.2%	0.0%
Suspicious Person	N	33	2
	%	1.3%	1.3%
More Than One	N	3	1
	%	0.1%	0.7%

BRISTOL

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	6,524					
Reason for the Stop:		%	N			
	Investigatory	4.9%	(313)			
	Motor Vehicle	93.9%	(6019)			
	Assist	1.2%	(78)			
Basis for the Stop:		%	N		%	N
	Speeding	31.5%	(2036)	Call for Service	1.3%	(86)
	Other Traffic Violations	36.8%	(2383)	APB	0.2%	(13)
	Equipment Violations	22.1%	(1432)	Suspicious Person	2.0%	(129)
	Registration Violation	3.8%	(244)	Motorist Assist	1.0%	(63)
	City or Town Ordinance	1.0%	(63)	Warrant	0.3%	(19)
	Special Detail	0.1%	(4)			
Outcome of the Stop:		%	N			
	Citation	30.8%	(1973)			
	Notice of Demand	10.9%	(699)			
	Warning	50.6%	(3251)			
	Arrest	3.4%	(219)			
	No Action	4.3%	(276)			
		%	N			
Stops with Search:		6.7%	(426)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	31.0%	(1967)			
	2nd Shift (4 p to 12 a)	53.7%	(3409)			
	3rd Shift (12 a to 8 a)	15.4%	(975)			
Date of Week:		%	N			
	Weekday	78.7%	(4997)			
	Weekend	21.3%	(1350)			
Season:		%	N			
	Winter	29.1%	(1874)			
	Spring	31.6%	(2033)			
	Summer	18.9%	(1216)			
	Fall	20.0%	(1306)			
Driver Race:		%	N		%	N
	White	95.7%	(6201)	Asian	0.9%	(60)
	Black/African American	1.8%	(118)	Native American	0.0%	(0)
	Hispanic	1.4%	(89)	Other	0.2%	(13)
Driver Gender:		%	N			
	Male	63.7%	(4100)			
	Female	36.3%	(2333)			

BRISTOL

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
North	N	2,656	130	2,786	Warren Town Line to Chestnut Street	N	2383	126	2509
	%	95.3%	4.7%	100.0%		%	95.0%	5.0%	100.0%
Central	N	3,423	147	3,570	Chestnut Street to State Street	N	1937	80	2017
	%	95.9%	4.1%	100.0%		%	96.0%	4.0%	100.0%
South	N	2,493	123	2,616	State Street to Mt. Hope Street	N	1735	66	1801
	%	95.3%	4.7%	100.0%		%	96.3%	3.7%	100.0%
Out of Town	N	36	3	39	Out of Town Stops	N	14	3	17
	%	92.3%	7.7%	100.0%		%	82.4%	17.6%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	2,513	125	2,638	N	1874	82	1956
(8am - 4pm)	%	95.3%	4.7%	100.0%	%	95.8%	4.2%	100.0%
2nd Shift	N	3,862	164	4,026	N	3254	140	3394
(4pm – 12am)	%	95.9%	4.1%	100.0%	%	95.9%	4.1%	100.0%
3rd Shift	N	2,221	111	2,332	N	920	53	973
(12am – 8am)	%	95.2%	4.8%	100.0%	%	94.6%	5.4%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	2,070	97	2,167	N	1796	71	1867
(Dec – Feb)	%	95.5%	4.5%	100.0%	%	96.2%	3.8%	100.0%
Spring	N	2,288	106	2,394	N	1936	81	2017
(Mar – May)	%	95.6%	4.4%	100.0%	%	96.0%	4.0%	100.0%
Summer	N	2,001	106	2,107	N	1150	64	1214
(Jun – Aug)	%	95.0%	5.0%	100.0%	%	94.7%	5.3%	100.0%
Fall	N	2,345	98	2,443	N	1245	59	1304
(Sep – Nov)	%	96.0%	4.0%	100.0%	%	95.5%	4.5%	100.0%

BRISTOL

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	North	N	822	41	863	Warren Town Line to Chestnut St.	N	816	32	848
		%	95.2%	4.8%	100.0%		%	96.2%	3.8%	100.0%
Shift 2 (4pm - 12am)		N	1,231	50	1,281		N	1269	76	1345
		%	96.1%	3.9%	100.0%		%	94.3%	5.7%	100.0%
Shift 3 (12am - 8am)		N	560	39	599		N	237	15	252
		%	93.5%	6.5%	100.0%		%	94.0%	6.0%	100.0%
Shift 1 (8am - 4pm)	Central	N	1,048	52	1,100	Chestnut St. to State St.	N	595	25	620
		%	95.3%	4.7%	100.0%		%	96.0%	4.0%	100.0%
Shift 2 (4pm - 12am)		N	1,513	58	1,571		N	922	36	958
		%	96.3%	3.7%	100.0%		%	96.2%	3.8%	100.0%
Shift 3 (12am - 8am)		N	801	34	835		N	377	18	395
		%	95.9%	4.1%	100.0%		%	95.4%	4.6%	100.0%
Shift 1 (8am - 4pm)	South	N	597	32	629	State St. to Mt. Hope Bridge	N	403	21	424
		%	94.9%	5.1%	100.0%		%	95.0%	5.0%	100.0%
Shift 2 (4pm - 12am)		N	1,062	55	1,117		N	1016	27	1043
		%	95.1%	4.9%	100.0%		%	97.4%	2.6%	100.0%
Shift 3 (12am - 8am)		N	800	34	834		N	279	18	297
		%	95.9%	4.1%	100.0%		%	93.9%	6.1%	100.0%
Shift 1 (8am - 4pm)	Out of Town	N	6	0	6	Out of Town Stops	N	3	2	5
		%	100.0%	0.0%	100.0%		%	60.0%	40.0%	100.0%
Shift 2 (4pm - 12am)		N	7	0	7		N	9	0	9
		%	100.0%	0.0%	100.0%		%	100.0%	0.0%	100.0%
Shift 3 (12am - 8am)		N	23	3	26		N	2	1	3
		%	88.5%	11.5%	100.0%		%	66.7%	33.3%	100.0%

BRISTOL

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	2864	N	1923
	%	31.9%	%	30.4%
Non-White Male over 30	N	175	N	98
	%	1.9%	%	1.5%
White Male under 31	N	2908	N	1900
	%	32.4%	%	30.0%
Non-White Male under 31	N	147	N	121
	%	1.6%	%	1.9%
White Female over 30	N	1586	N	1245
	%	17.6%	%	19.7%
Non-White Female over 30	N	40	N	26
	%	0.4%	%	0.4%
White Female under 31	N	1230	N	995
	%	13.7%	%	15.7%
Non-White Female under 31	N	37	N	25
	%	0.4%	%	0.4%
Total	N	8987	N	6333
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	**Non-White**		**White**	**Non-White**
Investigatory	N	519	53	N	292	21
	%	6.0%	13.1%	%	4.8%	7.6%
Motor Vehicle Violation	N	8157	350	N	5733	250
	%	93.9%	86.4%	%	94.0%	90.9%
Assist	N	14	2	N	72	4
	%	0.2%	0.5%	%	1.2%	1.5%

BRISTOL

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	District 1	N	191	19	Warren Town Line to Chestnut St.	N	105	7
		%	91.0%	9.0%		%	93.8%	6.3%
Motor Vehicle Violation		N	2443	110		N	2214	115
		%	95.7%	4.3%		%	95.1%	4.9%
Assist		N	1	1		N	22	3
		%	50.0%	50.0%		%	88.0%	12.0%
Investigatory	District 2	N	224	18	Chestnut St. to State St.	N	112	8
		%	92.6%	7.4%		%	93.3%	6.7%
Motor Vehicle Violation		N	3171	127		N	1781	69
		%	96.1%	3.9%		%	96.3%	3.7%
Assist		N	8	0		N	20	0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	District 3	N	92	16	State St. to Mt. Hope Bridge	N	68	5
		%	85.2%	14.8%		%	93.2%	6.8%
Motor Vehicle Violation		N	2379	106		N	1616	60
		%	95.7%	4.3%		%	96.4%	3.6%
Assist		N	5	1		N	28	1
		%	83.3%	16.7%		%	96.6%	3.4%
Investigatory	District 4	N	1	0	Out of Town Stops	N	1	1
		%	100.0%	0.0%		%	50.0%	50.0%
Motor Vehicle Violation		N	34	3		N	13	2
		%	91.9%	8.1%		%	86.7%	13.3%
Assist		N	0	0		N	14	3
		%	0.0%	0.0%		%	82.4%	17.6%

BRISTOL

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	2,707	93
	%	31.6%	23.2%
Speeding (Low)	N	415	16
	%	4.8%	4.0%
Other Traffic Violation	N	3,284	129
	%	37.7%	31.9%
Equipment Violation	N	1,398	92
	%	16.1%	22.8%
Registration Violation	N	395	41
	%	4.5%	10.1%
Calls for Service/APB	N	160	20
	%	1.8%	5.0%
City Ordinance Violation	N	20	0
	%	0.2%	0.0%
Special Detail	N	158	6
	%	1.8%	1.5%
Motorist Assist	N	23	4
	%	0.3%	1.0%
Warrant	N	32	2
	%	0.4%	0.5%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	1431	57
	%	23.3%	20.7%
Speeding (Low)	N	497	12
	%	8.1%	4.4%
Other Traffic Violation	N	2284	83
	%	37.2%	30.2%
Equipment Violation	N	1321	82
	%	21.5%	29.8%
Registration Violation	N	213	16
	%	3.5%	5.8%
Calls for Service	N	78	6
	%	1.3%	2.2%
City Ordinance Violation	N	60	3
	%	1.0%	1.1%
Special Detail	N	2	2
	%	0.0%	0.7%
Motorist Assist	N	55	3
	%	0.9%	1.1%
Warrant	N	17	1
	%	0.3%	0.4%
APB	N	10	0
	%	0.2%	0.0%
Suspicious Person	N	114	6
	%	1.9%	2.2%
More Than One	N	57	4
	%	0.9%	1.5%

BURRILLVILLE

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	2,656					
Reason for the Stop:		%	N			
	Investigatory	8.9%	(230)			
	Motor Vehicle	88.1%	(2278)			
	Assist	3.1%	(79)			
Basis for the Stop:		%	N		%	N
	Speeding	40.3%	(1057)	Call for Service	1.4%	(37)
	Other Traffic Violations	24.3%	(638)	APB	1.2%	(32)
	Equipment Violations	10.6%	(278)	Suspicious Person	2.9%	(75)
	Registration Violation	8.3%	(219)	Motorist Assist	3.2%	(83)
	City or Town Ordinance	0.0%	(1)	Warrant	0.4%	(11)
	Special Detail	7.3%	(192)			
Outcome of the Stop:		%	N			
	Citation	23.4%	(613)			
	Notice of Demand	2.1%	(55)			
	Warning	58.0%	(1518)			
	Arrest	4.7%	(124)			
	No Action	11.7%	(305)			
		%	N			
Stops with Search:		7.5%	(194)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	32.6%	(829)			
	2nd Shift (4 p to 12 a)	55.6%	(1416)			
	3rd Shift (12 a to 8 a)	11.8%	(300)			
Date of Week:		%	N			
	Weekday	69.5%	(1796)			
	Weekend	30.5%	(788)			
Season:		%	N			
	Winter	24.5%	(642)			
	Spring	28.2%	(739)			
	Summer	23.3%	(611)			
	Fall	24.0%	(628)			
Driver Race:		%	N		%	N
	White	96.4%	(2543)	Asian	0.7%	(19)
	Black/African American	1.5%	(39)	Native American	0.0%	(0)
	Hispanic	1.2%	(32)	Other	0.2%	(5)
Driver Gender:		%	N			
	Male	64.2%	(1687)			
	Female	35.8%	(939)			

BURRILLVILLE

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Beat Area 1	N	1,435	22	1,457	Sector 1	N	943	32	975
	%	98.5%	1.5%	100.0%		%	96.7%	3.3%	100.0%
Beat Area 2	N	1,358	21	1,379	Sector 2	N	1048	34	1082
	%	98.5%	1.5%	100.0%		%	96.9%	3.1%	100.0%
Rt. 102	N	504	26	530	Rt. 102	N	503	29	532
	%	95.1%	4.9%	100.0%		%	94.5%	5.5%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	1,003	18	1,021	N	800	29	829
(8am - 4pm)	%	98.2%	1.8%	100.0%	%	96.5%	3.5%	100.0%
2nd Shift	N	1,810	43	1,853	N	1365	49	1414
(4pm – 12am)	%	97.7%	2.3%	100.0%	%	96.5%	3.5%	100.0%
3rd Shift	N	598	11	609	N	282	15	297
(12am – 8am)	%	98.2%	1.8%	100.0%	%	94.9%	5.1%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	648	16	664	N	618	21	639
(Dec – Feb)	%	97.6%	2.4%	100.0%	%	96.7%	3.3%	100.0%
Spring	N	1,126	22	1,148	N	713	21	734
(Mar – May)	%	98.1%	1.9%	100.0%	%	97.1%	2.9%	100.0%
Summer	N	889	22	911	N	578	31	609
(Jun – Aug)	%	97.6%	2.4%	100.0%	%	94.9%	5.1%	100.0%
Fall	N	844	14	858	N	604	22	626
(Sep – Nov)	%	98.4%	1.6%	100.0%	%	96.5	3.5%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Beat Area 1	N	303	5	308	Sector 1	N	239	5	244
		%	98.4%	1.6%	100.0%		%	98.0%	2.0%	100.0%
Shift 2 (4pm - 12am)		N	862	16	878		N	551	20	571
		%	98.2%	1.8%	100.0%		%	96.5%	3.5%	100.0%
Shift 3 (12am - 8am)		N	215	0	215		N	118	6	124
		%	100.0%	0.0%	100.0%		%	95.2%	4.8%	100.0%
Shift 1 (8am - 4pm)	Beat Area 2	N	471	6	477	Sector 2	N	380	11	391
		%	98.7%	1.3%	100.0%		%	97.2%	2.8%	100.0%
Shift 2 (4pm - 12am)		N	620	7	627		N	517	17	534
		%	98.9%	1.1%	100.0%		%	96.8%	3.2%	100.0%
Shift 3 (12am - 8am)		N	219	8	227		N	114	5	119
		%	96.5%	3.5%	100.0%		%	95.8%	4.2%	100.0%
Shift 1 (8am - 4pm)	Rte. 102	N	143	4	147	Rte. 102	N	164	13	177
		%	97.3%	2.7%	100.0%		%	92.7%	7.3%	100.0%
Shift 2 (4pm - 12am)		N	289	19	308		N	283	12	295
		%	93.8%	6.2%	100.0%		%	95.9%	4.1%	100.0%
Shift 3 (12am - 8am)		N	56	2	58		N	39	4	43
		%	96.6%	3.4%	100.0%		%	90.7%	9.3%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	1071	N	788
	%	30.1%	%	30.3%
Non-White Male over 30	N	30	N	40
	%	0.8%	%	1.5%
White Male under 31	N	1104	N	808
	%	31.0%	%	31.1%
Non-White Male under 31	N	31	N	41
	%	0.9%	%	1.6%
White Female over 30	N	749	N	517
	%	21.0%	%	19.9%
Non-White Female over 30	N	7	N	7
	%	0.2%	%	0.3%
White Female under 31	N	560	N	394
	%	15.7%	%	15.1%
Non-White Female under 31	N	7	N	7
	%	0.2%	%	0.3%
Total	N	3559	N	2602
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	244	11	N	216	14
	%	7.0%	14.7%	%	8.7%	15.2%
Motor Vehicle Violation	N	3245	64	N	2196	70
	%	92.5%	85.3%	%	88.5%	76.1%
Assist	N	19	0	N	70	8
	%	0.5%	0.0%	%	2.8%	8.7%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	District 1	N	111	3	District 1	N	107	5
		%	97.4%	2.6%		%	95.5%	4.5%
Motor Vehicle Violation		N	1290	19		N	776	24
		%	98.5%	1.5%		%	97.0%	3.0%
Assist		N	4	0		N	20	1
		%	100.0%	0.0%		%	95.2%	4.8%
Investigatory	District 2	N	87	7	District 2	N	83	6
		%	92.6%	7.4%		%	93.3%	6.7%
Motor Vehicle Violation		N	1241	14		N	926	25
		%	98.9%	1.1%		%	97.4%	2.6%
Assist		N	7	0		N	29	2
		%	100.0%	0.0%		%	93.5%	6.5%
Investigatory	District 3	N	17	0	District 3	N	21	3
		%	100.0%	0.0%		%	87.5%	12.5%
Motor Vehicle Violation		N	477	26		N	453	21
		%	94.8%	5.2%		%	95.6%	4.4%
Assist		N	4	0		N	19	5
		%	100.0%	0.0%		%	79.2%	20.8%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	1,358	25
	%	36.6%	32.5%
Speeding (Low)	N	428	6
	%	11.5%	7.8%
Other Traffic Violation	N	840	25
	%	22.7%	32.5%
Equipment Violation	N	411	10
	%	11.1%	13.0%
Registration Violation	N	117	3
	%	3.2%	3.9%
Calls for Service/APB	N	58	1
	%	1.6%	1.3%
City Ordinance Violation	N	26	0
	%	0.7%	0.0%
Special Detail	N	432	5
	%	11.7%	6.5%
Motorist Assist	N	30	1
	%	0.8%	1.3%
Warrant	N	8	1
	%	0.2%	1.3%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	717	29
	%	28.5%	31.9%
Speeding (Low)	N	290	7
	%	11.5%	7.7%
Other Traffic Violation	N	597	18
	%	23.7%	19.8%
Equipment Violation	N	248	10
	%	9.9%	11.0%
Registration Violation	N	189	8
	%	7.5%	8.8%
Calls for Service	N	32	2
	%	1.3%	2.2%
City Ordinance Violation	N	1	0
	%	0.0%	0.0%
Special Detail	N	2	0
	%	0.1%	0.0%
Motorist Assist	N	69	7
	%	2.7%	7.7%
Warrant	N	11	0
	%	0.4%	0.0%
APB	N	20	4
	%	0.8%	4.4%
Suspicious Person	N	70	2
	%	2.8%	2.2%
More Than One	N	269	4
	%	10.7%	4.4%

CENTRAL FALLS

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	4,462					
Reason for the Stop:		%	N			
	Investigatory	5.7%	(252)			
	Motor Vehicle	93.3%	(4133)			
	Assist	1.0%	(44)			
Basis for the Stop:		%	N		%	N
	Speeding	12.9%	(572)	Call for Service	0.7%	(29)
	Other Traffic Violations	43.5%	(1934)	APB	0.1%	(6)
	Equipment Violations	20.0%	(887)	Suspicious Person	2.7%	(120)
	Registration Violation	6.8%	(301)	Motorist Assist	1.0%	(43)
	City or Town Ordinance	12.1%	(537)	Warrant	0.2%	(7)
	Special Detail	0.2%	(7)			
Outcome of the Stop:		%	N			
	Citation	45.8%	(2016)			
	Notice of Demand	4.6%	(202)			
	Warning	35.6%	(1566)			
	Arrest	9.3%	(411)			
	No Action	4.7%	(209)			
		%	N			
Stops with Search:		87.2%	(3856)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	31.0%	(1355)			
	2nd Shift (4 p to 12 a)	47.9%	(2092)			
	3rd Shift (12 a to 8 a)	21.1%	(920)			
Date of Week:		%	N			
	Weekday	77.9%	(3432)			
	Weekend	22.1%	(974)			
Season:		%	N			
	Winter	24.0%	(1065)			
	Spring	26.1%	(1159)			
	Summer	29.6%	(1314)			
	Fall	20.2%	(895)			
Driver Race:		%	N		%	N
	White	39.4%	(1752)	Asian	0.5%	(23)
	Black/African American	10.4%	(464)	Native American	0.0%	(0)
	Hispanic	49.6%	(2208)	Other	0.1%	(4)
Driver Gender:		%	N			
	Male	68.4%	(3030)			
	Female	31.6%	(1401)			

CENTRAL FALLS

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
District 1	N	897	1,436	2,333	South West	N	590	1329	1919
	%	38.4%	61.6%	100.0%		%	30.7%	69.3%	100.0%
District 2	N	363	480	843	North West	N	411	460	871
	%	43.1%	56.9%	100.0%		%	47.2%	52.8%	100.0%
District 3	N	625	736	1,361	South East	N	395	606	1001
	%	45.9%	54.1%	100.0%		%	39.5%	60.5%	100.0%
District 4	N	215	198	413	North East	N	315	256	571
	%	52.1%	47.9%	100.0%		%	55.2%	44.8%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	892	1,058	1,950	N	619	729	1348
(8am - 4pm)	%	45.7%	54.3%	100.0%	%	45.9%	54.1%	100.0%
2nd Shift	N	699	1,065	1,764	N	758	1332	2090
(4pm – 12am)	%	39.6%	60.4%	100.0%	%	36.3%	63.7%	100.0%
3rd Shift	N	474	682	1,156	N	335	585	920
(12am – 8am)	%	41.0%	59.0%	100.0%	%	36.4%	63.6%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	460	609	1,069	N	448	614	1062
(Dec – Feb)	%	43.0%	57.0%	100.0%	%	42.2%	57.8%	100.0%
Spring	N	582	777	1,359	N	474	684	1158
(Mar – May)	%	42.8%	57.2%	100.0%	%	40.9%	59.1%	100.0%
Summer	N	567	746	1,313	N	456	856	1312
(Jun – Aug)	%	43.2%	56.8%	100.0%	%	34.8%	65.2%	100.0%
Fall	N	526	760	1,286	N	362	530	892
(Sep – Nov)	%	40.9%	59.1%	100.0%	%	40.6%	59.4%	100.0%

CENTRAL FALLS

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	District 1	N	359	520	879	South West	N	216	383	599
		%	40.8%	59.2%	100.0%		%	36.1%	63.9%	100.0%
Shift 2 (4pm - 12am)		N	256	470	726		N	269	706	975
		%	35.3%	64.7%	100.0%		%	27.6%	72.4%	100.0%
Shift 3 (12am - 8am)		N	259	387	646		N	99	219	318
		%	40.1%	59.9%	100.0%		%	31.1%	68.9%	100.0%
Shift 1 (8am - 4pm)	District 2	N	127	160	287	North West	N	157	126	283
		%	44.3%	55.7%	100.0%		%	55.5%	44.5%	100.0%
Shift 2 (4pm - 12am)		N	148	208	356		N	194	229	423
		%	41.6%	58.4%	100.0%		%	45.9%	54.1%	100.0%
Shift 3 (12am - 8am)		N	76	93	169		N	49	95	144
		%	45.0%	55.0%	100.0%		%	34.0%	66.0%	100.0%
Shift 1 (8am - 4pm)	District 3	N	287	281	568	South East	N	106	129	235
		%	50.5%	49.5%	100.0%		%	45.1%	54.9%	100.0%
Shift 2 (4pm - 12am)		N	215	291	506		N	168	278	446
		%	42.5%	57.5%	100.0%		%	37.7%	62.3%	100.0%
Shift 3 (12am - 8am)		N	97	142	239		N	109	187	296
		%	40.6%	59.4%	100.0%		%	36.8%	63.2%	100.0%
Shift 1 (8am - 4pm)	District 4	N	101	67	168	Northeast	N	128	78	206
		%	60.1%	39.9%	100.0%		%	62.1%	37.9%	100.0%
Shift 2 (4pm - 12am)		N	64	76	140		N	104	95	199
		%	45.7%	54.3%	100.0%		%	52.3%	47.7%	100.0%
Shift 3 (12am - 8am)		N	34	45	79		N	75	76	151
		%	43.0%	57.0%	100.0%		%	49.7%	50.3%	100.0%

CENTRAL FALLS

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	819	N	609
	%	16.5%	%	14.0%
Non-White Male over 30	N	1,022	N	782
	%	20.6%	%	18.0%
White Male under 31	N	631	N	424
	%	12.7%	%	9.7%
Non-White Male under 31	N	1,258	N	1168
	%	25.4%	%	26.8%
White Female over 30	N	379	N	370
	%	7.6%	%	8.5%
Non-White Female over 30	N	325	N	377
	%	6.6%	%	8.7%
White Female under 31	N	271	N	312
	%	5.5%	%	7.2%
Non-White Female under 31	N	254	N	309
	%	5.1%	%	7.1%
Total	N	4,959	N	4351
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	170	250	N	98	154
	%	8.0%	8.6%	%	5.6%	5.7%
Motor Vehicle Violation	N	1943	2636	N	1619	2501
	%	91.4%	90.7%	%	93.3%	93.3%
Assist	N	12	21	N	18	26
	%	0.6%	0.7%	%	1.0%	1.0%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	District 1	N	84	132	South West	N	36	73
		%	38.9%	61.1%		%	33.0%	77.0%
Motor Vehicle Violation		N	798	1,287		N	541	1235
		%	38.3%	61.7%		%	30.5%	69.5%
Assist		N	4	8		N	5	10
		%	33.3%	66.7%		%	33.3%	66.7%
Investigatory	District 2	N	28	44	North West	N	19	30
		%	38.9%	61.1%		%	38.8%	61.2%
Motor Vehicle Violation		N	328	431		N	385	421
		%	43.2%	56.8%		%	47.8%	52.2%
Assist		N	2	5		N	4	7
		%	28.6%	71.4%		%	36.4%	63.6%
Investigatory	District 3	N	35	48	South East	N	24	37
		%	42.2%	57.8%		%	39.3%	60.7%
Motor Vehicle Violation		N	579	677		N	363	559
		%	46.1%	53.9%		%	39.4%	60.6%
Assist		N	5	7		N	6	6
		%	41.7%	58.3%		%	50.0%	50.0%
Investigatory	District 4	N	19	19	North East	N	17	10
		%	50.0%	50.0%		%	63.0%	37.0%
Motor Vehicle Violation		N	194	178		N	292	243
		%	52.2%	47.8%		%	54.6%	45.4%
Assist		N	1	1		N	3	3
		%	50.0%	50.0%		%	50.0%	50.0%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	59	40
	%	2.8%	1.4%
Speeding (Low)	N	241	144
	%	11.3%	5.0%
Other Traffic Violation	N	1,104	1,488
	%	51.5%	51.1%
Equipment Violation	N	340	607
	%	15.9%	20.8%
Registration Violation	N	137	207
	%	6.4%	7.1%
Calls for Service/APB	N	15	29
	%	0.7%	1.0%
City Ordinance Violation	N	150	318
	%	7.0%	10.9%
Special Detail	N	77	61
	%	3.6%	2.1%
Motorist Assist	N	21	34
	%	1.0%	1.2%
Warrant	N	3	10
	%	0.1%	0.3%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	55	36
	%	3.2%	1.3%
Speeding (Low)	N	298	169
	%	17.1%	6.3%
Other Traffic Violation	N	736	1190
	%	42.3%	44.4%
Equipment Violation	N	300	576
	%	17.2%	21.5%
Registration Violation	N	108	186
	%	6.2%	6.9%
Calls for Service	N	9	19
	%	0.5%	0.7%
City Ordinance Violation	N	147	386
	%	8.4%	14.4%
Special Detail	N	2	3
	%	0.1%	0.1%
Motorist Assist	N	18	24
	%	1.0%	0.9%
Warrant	N	3	3
	%	0.2%	0.1%
APB	N	2	4
	%	0.1%	0.1%
Suspicious Person	N	50	64
	%	2.9%	2.4%
More Than One	N	12	21
	%	0.7%	0.8%

CHARLESTOWN

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	2,497					
Reason for the Stop:		%	N			
	Investigatory	5.4%	(132)			
	Motor Vehicle	93.1%	(2292)			
	Assist	1.5%	(37)			
Basis for the Stop:		%	N		%	N
	Speeding	55.4%	(1371)	Call for Service	1.7%	(43)
	Other Traffic Violations	13.6%	(337)	APB	1.0%	(24)
	Equipment Violations	23.2%	(573)	Suspicious Person	2.1%	(51)
	Registration Violation	1.0%	(25)	Motorist Assist	1.1%	(28)
	City or Town Ordinance	0.2%	(5)	Warrant	0.4%	(9)
	Special Detail	0.3%	(7)			
Outcome of the Stop:		%	N			
	Citation	32.4%	(799)			
	Notice of Demand	6.2%	(152)			
	Warning	51.2%	(1261)			
	Arrest	5.6%	(138)			
	No Action	4.7%	(115)			
		%	N			
Stops with Search:		5.6%	(137)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	41.9%	(986)			
	2nd Shift (4 p to 12 a)	41.4%	(974)			
	3rd Shift (12 a to 8 a)	16.7%	(394)			
Date of Week:		%	N			
	Weekday	73.7%	(1766)			
	Weekend	26.3%	(631)			
Season:		%	N			
	Winter	23.0%	(563)			
	Spring	22.6%	(552)			
	Summer	30.2%	(737)			
	Fall	24.2%	(592)			
Driver Race:		%	N		%	N
	White	93.0%	(2314)	Asian	1.1%	(28)
	Black/African American	2.8%	(69)	Native American	1.4%	(36)
	Hispanic	1.3%	(32)	Other	0.4%	(9)
Driver Gender:		%	N			
	Male	63.8%	(1572)			
	Female	36.2%	(891)			

CHARLESTOWN

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
East Patrol Area	N	2,006	119	2,125	East	N	606	57	663
	%	94.4%	5.6%	100.0%		%	91.4%	8.6%	100.0%
West Patrol Area	N	982	64	1,046	West	N	1443	89	1532
	%	93.9%	6.1%	100.0%		%	94.2%	5.8%	100.0%
North Patrol Area	N	332	20	352	North	N	174	16	190
	%	94.3%	5.7%	100.0%		%	91.6%	8.4%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	1,127	59	1,186	N	924	60	984
(8am - 4pm)	%	95.0%	5.0%	100.0%	%	93.9%	6.1%	100.0%
2nd Shift	N	1,358	79	1,437	N	910	61	971
(4pm – 12am)	%	94.5%	5.5%	100.0%	%	93.7%	6.3%	100.0%
3rd Shift	N	901	70	971	N	353	40	393
(12am – 8am)	%	92.8%	7.2%	100.0%	%	89.8%	10.2%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	864	60	924	N	524	36	560
(Dec – Feb)	%	93.5%	6.5%	100.0%	%	93.6%	6.4%	100.0%
Spring	N	997	60	1,057	N	513	38	551
(Mar – May)	%	94.3%	5.7%	100.0%	%	93.1%	6.9%	100.0%
Summer	N	992	65	1,057	N	684	52	736
(Jun – Aug)	%	93.9%	6.1%	100.0%	%	92.9%	7.1%	100.0%
Fall	N	673	36	709	N	545	45	590
(Sep – Nov)	%	94.9%	5.1%	100.0%	%	92.4%	7.6%	100.0%

CHARLESTOWN

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	East Patrol Area	N	561	31	592	East	N	237	22	259
		%	94.8%	5.2%	100.0%		%	91.5%	8.5%	100.0%
Shift 2 (4pm - 12am)		N	752	39	791		N	191	12	203
		%	95.1%	4.9%	100.0%		%	94.1%	5.9%	100.0%
Shift 3 (12am - 8am)		N	575	40	615		N	124	20	144
		%	93.5%	6.5%	100.0%		%	86.1%	13.9%	100.0%
Shift 1 (8am - 4pm)	West Patrol Area	N	402	22	424	West	N	579	29	608
		%	94.8%	5.2%	100.0%		%	95.2%	4.8%	100.0%
Shift 2 (4pm - 12am)		N	354	21	375		N	609	38	647
		%	94.4%	5.6%	100.0%		%	94.1%	5.9%	100.0%
Shift 3 (12am - 8am)		N	162	16	178		N	195	16	211
		%	91.0%	9.0%	100.0%		%	92.4%	7.6%	100.0%
Shift 1 (8am - 4pm)	North Patrol Area	N	88	5	93	North	N	64	6	70
		%	94.6%	5.4%	100.0%		%	91.4%	8.6%	100.0%
Shift 2 (4pm - 12am)		N	152	11	163		N	80	9	89
		%	93.3%	6.7%	100.0%		%	89.9%	10.1%	100.0%
Shift 3 (12am - 8am)		N	78	3	81		N	27	0	27
		%	96.3%	3.7%	100.0%		%	100.0%	0.0%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	1181	N	622
	%	32.5%	%	25.8%
Non-White Male over 30	N	99	N	80
	%	2.7%	%	3.3%
White Male under 31	N	1077	N	779
	%	29.6%	%	32.3%
Non-White Male under 31	N	73	N	58
	%	2.0%	%	2.4%
White Female over 30	N	631	N	386
	%	17.3%	%	16.0%
Non-White Female over 30	N	29	N	15
	%	0.8%	%	0.6%
White Female under 31	N	537	N	459
	%	14.8%	%	19.0%
Non-White Female under 31	N	12	N	13
	%	0.3%	%	0.5%
Total	N	3639	N	2412
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	100	11	N	118	14
	%	2.8%	4.9%	%	5.2%	8.2%
Motor Vehicle Violation	N	3,389	202	N	2126	151
	%	95.9%	91.0%	%	93.1%	88.8%
Assist	N	53	9	N	29	4
	%	1.5%	4.1%	%	1.3%	2.4%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	East Patrol Area	N	43	4	East	N	43	4
		%	91.5%	8.5%		%	91.5%	8.5%
Motor Vehicle Violation		N	1915	104		N	545	48
		%	94.8%	5.2%		%	91.9%	8.1%
Assist		N	19	4		N	6	3
		%	82.6%	17.4%		%	66.7%	33.3%
Investigatory	West Patrol Area	N	25	2	West	N	70	7
		%	92.6%	7.4%		%	90.9%	9.1%
Motor Vehicle Violation		N	913	59		N	1333	78
		%	93.9%	6.1%		%	94.5%	5.5%
Assist		N	25	2		N	17	1
		%	92.6%	7.4%		%	94.4%	5.6%
Investigatory	North Patrol Area	N	7	2	North	N	5	2
		%	77.8%	22.2%		%	71.4%	28.6%
Motor Vehicle Violation		N	317	18		N	163	14
		%	94.6%	5.4%		%	92.1%	7.9%
Assist		N	1	0		N	3	0
		%	100.0%	0.0%		%	100.0%	0.0%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	2,101	119
	%	59.2%	52.2%
Speeding (Low)	N	185	14
	%	5.2%	6.1%
Other Traffic Violation	N	513	41
	%	14.5%	18.0%
Equipment Violation	N	583	30
	%	16.4%	13.2%
Registration Violation	N	38	6
	%	1.1%	2.6%
Calls for Service/APB	N	51	5
	%	1.4%	2.2%
City Ordinance Violation	N	4	4
	%	0.1%	1.8%
Special Detail	N	21	2
	%	0.6%	0.9%
Motorist Assist	N	50	7
	%	1.4%	3.1%
Warrant	N	3	0
	%	0.1%	0.0%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	1137	61
	%	50.6%	37.2%
Speeding (Low)	N	111	6
	%	4.9%	3.7%
Other Traffic Violation	N	293	31
	%	13.0%	18.9%
Equipment Violation	N	509	40
	%	22.6%	24.4%
Registration Violation	N	15	3
	%	0.7%	1.8%
Calls for Service	N	36	6
	%	1.6%	3.7%
City Ordinance Violation	N	4	1
	%	0.2%	0.6%
Special Detail	N	6	0
	%	0.3%	0.0%
Motorist Assist	N	24	3
	%	1.1%	1.8%
Warrant	N	7	0
	%	0.3%	0.0%
APB	N	21	1
	%	0.9%	0.6%
Suspicious Person	N	41	7
	%	1.8%	4.3%
More Than One	N	45	5
	%	2.0%	3.0%

COVENTRY

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	6,657					
Reason for the Stop:		%	N			
	Investigatory	5.0%	(332)			
	Motor Vehicle	92.3%	(6145)			
	Assist	1.8%	(117)			
Basis for the Stop:		%	N		%	N
	Speeding	51.5%	(3427)	Call for Service	1.6%	(108)
	Other Traffic Violations	15.2%	(1012)	APB	0.3%	(20)
	Equipment Violations	21.9%	(1456)	Suspicious Person	2.8%	(187)
	Registration Violation	2.9%	(191)	Motorist Assist	1.4%	(94)
	City or Town Ordinance	0.3%	(19)	Warrant	0.2%	(12)
	Special Detail	1.8%	(117)			
Outcome of the Stop:		%	N			
	Citation	29.8%	(1983)			
	Notice of Demand	12.6%	(842)			
	Warning	46.4%	(3087)			
	Arrest	3.6%	(238)			
	No Action	7.0%	(469)			
		%	N			
Stops with Search:		5.4%	(357)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	33.1%	(2206)			
	2nd Shift (4 p to 12 a)	24.8%	(1649)			
	3rd Shift (12 a to 8 a)	39.9%	(2653)			
Date of Week:		%	N			
	Weekday	72.1%	(4798)			
	Weekend	26.9%	(1790)			
Season:		%	N			
	Winter	24.4%	(1626)			
	Spring	26.8%	(1786)			
	Summer	26.2%	(1741)			
	Fall	22.2%	(1478)			
Driver Race:		%	N		%	N
	White	95.4%	(6348)	Asian	0.8%	(56)
	Black/African American	1.7%	(112)	Native American	0.0%	(1)
	Hispanic	1.6%	(108)	Other	0.3%	(20)
Driver Gender:		%	N			
	Male	61.8%	(4115)			
	Female	37.9%	(2521)			

COVENTRY

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Patrol Area 1	N	1,559	70	1,629	Patrol Area 1	N	1392	73	1465
	%	95.7%	4.3%	100.0%		%	95.0%	5.0%	100.0%
Patrol Area 2	N	1,654	79	1,733	Patrol Area 2	N	1581	87	1668
	%	95.4%	4.6%	100.0%		%	94.8%	5.2%	100.0%
Patrol Area 3	N	1,813	60	1,873	Patrol Area 3	N	1764	65	1829
	%	96.8%	3.2%	100.0%		%	96.4%	3.6%	100.0%
Patrol Area 4	N	867	16	883	Patrol Area 4	N	709	22	731
	%	98.2%	1.8%	100.0%		%	97.0%	3.0%	100.0%
Out of Town	N	18	0	18	Out of Town	N	21	0	21
	%	100.0%	0.0%	100.0%		%	100.0%	0.0%	100.0%
New London Turnpike	N	88	5	93	New London Turnpike	N	519	40	559
	%	94.6%	5.4%	100.0%		%	92.8%	7.2%	100.0%
Victory Highway	N	130	2	132	Victory Highway (Rt. 102)	N	246	8	254
	%	98.5%	1.5%	100.0%		%	96.9%	3.1%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	1,731	47	1,778	N	1575	71	1646
(8am - 4pm)	%	97.4%	2.6%	100.0%	%	95.7%	4.3%	100.0%
2nd Shift	N	2,034	82	2,116	N	2518	130	2648
(4pm – 12am)	%	96.1%	3.9%	100.0%	%	95.1%	4.9%	100.0%
3rd Shift	N	2,081	92	2,173	N	2118	87	2205
(12am – 8am)	%	95.8%	4.2%	100.0%	%	96.1%	3.9%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	Non-White	Total		White	Non-White	Total
Winter	N	1,611	47	1,658	N	1536	84	1620
(Dec – Feb)	%	97.2%	2.8%	100.0%	%	94.8%	5.2%	100.0%
Spring	N	1,620	63	1,683	N	1723	61	1784
(Mar – May)	%	96.3%	3.7%	100.0%	%	96.6%	3.4%	100.0%
Summer	N	1,485	70	1,555	N	1658	83	1741
(Jun – Aug)	%	95.5%	4.5%	100.0%	%	95.2%	4.8%	100.0%
Fall	N	1,501	55	1,556	N	1408	68	1476
(Sep – Nov)	%	96.5%	3.5%	100.0%	%	95.4%	4.6%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Patrol Area 1	N	403	20	423	Patrol Area 1	N	235	13	248
		%	95.3%	4.7%	100.0%		%	94.8%	5.2%	100.0%
Shift 2 (4pm - 12am)		N	535	24	559		N	541	30	571
		%	95.7%	4.3%	100.0%		%	94.7%	5.3%	100.0%
Shift 3 (12am - 8am)		N	550	23	573		N	578	26	604
		%	96.0%	4.0%	100.0%		%	95.7%	4.3%	100.0%
Shift 1 (8am - 4pm)	Patrol Area 2	N	425	10	435	Patrol Area 2	N	360	21	381
		%	97.7%	2.3%	100.0%		%	94.5%	5.5%	100.0%
Shift 2 (4pm - 12am)		N	535	23	558		N	722	42	764
		%	95.9%	4.1%	100.0%		%	94.5%	5.5%	100.0%
Shift 3 (12am - 8am)		N	622	41	663		N	477	20	497
		%	93.8%	6.2%	100.0%		%	96.0%	4.0%	100.0%
Shift 1 (8am - 4pm)	Patrol Area 3	N	462	11	473	Patrol Area 3	N	462	13	475
		%	97.7%	2.3%	100.0%		%	97.3%	2.7%	100.0%
Shift 2 (4pm - 12am)		N	621	29	650		N	625	27	652
		%	95.5%	4.5%	100.0%		%	95.9%	4.1%	100.0%
Shift 3 (12am - 8am)		N	542	15	557		N	630	24	654
		%	97.3%	2.7%	100.0%		%	96.3%	3.7%	100.0%
Shift 1 (8am - 4pm)	Patrol Area 4	N	351	4	355	Patrol Area 4	N	206	6	212
		%	98.9%	1.1%	100.0%		%	97.2%	2.8%	100.0%
Shift 2 (4pm - 12am)		N	212	2	214		N	262	7	269
		%	99.1%	0.9%	100.0%		%	97.4%	2.6%	100.0%
Shift 3 (12am - 8am)		N	248	8	256		N	227	9	236
		%	96.9%	3.1%	100.0%		%	96.2%	3.8%	100.0%
Shift 1 (8am - 4pm)	Out of Town	N	4	0	4	Out of Town	N	7	0	7
		%	100.0%	0.0%	100.0%		%	100.0%	0.0%	100.0%
Shift 2 (4pm - 12am)		N	8	0	8		N	12	0	12
		%	100.0%	0.0%	100.0%		%	100.0%	0.0%	100.0%
Shift 3 (12am - 8am)		N	6	0	6		N	1	0	1
		%	100.0%	0.0%	100.0%		%	100.0%	0.0%	100.0%
Shift 1 (8am - 4pm)	New London Trnpk	N	15	1	16	New London Trnpk	N	226	15	241
		%	93.8%	6.3%	100.0%		%	93.8%	6.2%	100.0%
Shift 2 (4pm - 12am)		N	34	0	34		N	211	21	232
		%	100.0%	0.0%	100.0%		%	90.9%	9.1%	100.0%
Shift 3 (12am - 8am)		N	36	4	40		N	76	4	80
		%	90.0%	10.0%	100.0%		%	95.0%	5.0%	100.0%

COVENTRY

Shift 1 (8am - 4pm)	Victory Highway	N	19	0	19	Victory Highway (Rt. 102)	N	54	3	57
		%	100.0%	0.0%	100.0%		%	94.7%	5.3%	100%
Shift 2 (4pm - 12am)		N	55	2	57		N	102	3	105
		%	96.5%	3.5%	100.0%		%	97.1%	2.9%	100%
Shift 3 (12am - 8am)		N	53	0	53		N	86	2	88
		%	100.0%	0.0%	100.0%		%	97.7%	2.3%	100%

COVENTRY

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	2158	N	1997
	%	33.8%	%	30.4%
Non-White Male over 30	N	89	N	98
	%	1.4%	%	1.5%
White Male under 31	N	1843	N	1857
	%	28.8%	%	28.2%
Non-White Male under 31	N	69	N	117
	%	1.1%	%	1.8%
White Female over 30	N	1266	N	1298
	%	19.8%	%	19.7%
Non-White Female over 30	N	45	N	33
	%	0.7%	%	0.5%
White Female under 31	N	898	N	1131
	%	14.0%	%	17.2%
Non-White Female under 31	N	26	N	44
	%	0.4%	%	0.7%
Total	N	6394	N	6575
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	319	18	N	304	28
	%	5.1%	7.5%	%	4.8%	9.5%
Motor Vehicle Violation	N	5,832	216	N	5858	258
	%	94.1%	90.4%	%	93.1%	87.5%
Assist	N	57	5	N	106	8
	%	0.9%	2.1%	%	1.7%	2.7%

7. Location by Reason for Stop by Race

	Location		2001-2003		Location		2004-2005	
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Patrol Area 1	N	74	3	Patrol Area 1	N	69	8
		%	96.1%	3.9%		%	89.6%	10.4%
Motor Vehicle Violation		N	1456	67		N	1280	62
		%	95.6%	4.4%		%	95.4%	4.6%
Assist		N	8	0		N	22	2
		%	100.0%	0.0%		%	91.7%	8.3%
Investigatory	Patrol Area 2	N	113	6	Patrol Area 2	N	117	10
		%	95.0%	5.0%		%	92.1%	7.9%
Motor Vehicle Violation		N	1506	70		N	1414	73
		%	95.6%	4.4%		%	95.1%	4.9%
Assist		N	16	1		N	29	2
		%	94.1%	5.9%		%	93.5%	6.5%
Investigatory	Patrol Area 3	N	85	5	Patrol Area 3	N	95	6
		%	94.4%	5.6%		%	94.1%	5.9%
Motor Vehicle Violation		N	1695	53		N	1620	56
		%	97.0%	3.0%		%	96.7%	3.3%
Assist		N	17	0		N	26	3
		%	100.0%	0.0%		%	89.7%	10.3%
Investigatory	Patrol Area 4	N	11	0	Patrol Area 4	N	7	1
		%	100.0%	0.0%		%	87.5%	12.5%
Motor Vehicle Violation		N	845	13		N	679	20
		%	98.5%	1.5%		%	97.1%	2.9%
Assist		N	5	2		N	17	1
		%	71.4%	28.6%		%	94.45	5.6%
Investigatory	Out of Town	N	5	0	Out of Town	N	3	0
		%	100.0%	0.0		%	100.0%	0.0
Motor Vehicle Violation		N	11	0		N	17	0
		%	100.0%	0.0		%	100.0%	0.0
Assist		N	2	0		N	1	0
		%	100.0%	0.0		%	100.0%	0.0
Investigatory	New London Trnpk	N	4	0	New London Trnpk	N	7	2
		%	100.0%	0.0%		%	77.8%	22.2%
Motor Vehicle Violation		N	80	3		N	507	38
		%	96.4%	3.6%		%	93.0%	7.0%
Assist		N	4	2		N	3	0
		%	66.7%	33.3%		%	100.0%	0.0%
Investigatory	Victory Highway	N	6	0	Victory Highway (Rt. 102)	N	0	1
		%	100.0%	0.0%		%	0.0%	100.0%
Motor Vehicle Violation		N	122	2		N	235	7
		%	98.4%	1.6%		%	97.1%	2.9%
Assist		N	1	0		N	7	0
		%	100.0%	0.0%		%	100.0%	0.0%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	2,697	81
	%	42.6%	33.2%
Speeding (Low)	N	219	5
	%	3.5%	2.0%
Other Traffic Violation	N	1,604	64
	%	25.4%	26.2%
Equipment Violation	N	1,292	72
	%	20.4%	29.5%
Registration Violation	N	186	6
	%	2.9%	2.5%
Calls for Service/APB	N	90	3
	%	1.4%	1.2%
City Ordinance Violation	N	74	2
	%	1.2%	0.8%
Special Detail	N	49	3
	%	0.8%	1.2%
Motorist Assist	N	96	7
	%	1.5%	2.9%
Warrant	N	20	1
	%	0.3%	0.4%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	2690	118
	%	42.7%	39.9%
Speeding (Low)	N	556	15
	%	8.8%	5.1%
Other Traffic Violation	N	941	47
	%	15.0%	15.9%
Equipment Violation	N	1295	57
	%	20.6%	19.3%
Registration Violation	N	151	11
	%	2.4%	3.7%
Calls for Service	N	93	8
	%	1.5%	2.7%
City Ordinance Violation	N	18	0
	%	0.3%	0.0%
Special Detail	N	1	0
	%	0.0%	0.0%
Motorist Assist	N	83	7
	%	1.3%	2.4%
Warrant	N	8	1
	%	0.1%	0.3%
APB	N	16	3
	%	0.3%	1.0%
Suspicious Person	N	164	8
	%	2.6%	2.7%
More Than One	N	278	21
	%	4.4%	7.1%

CRANSTON

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	9,906					
Reason for the Stop:		%	N			
	Investigatory	5.8%	(563)			
	Motor Vehicle	90.8%	(8856)			
	Assist	3.4%	(331)			
Basis for the Stop:		%	N		%	N
	Speeding	24.1%	(2373)	Call for Service	1.1%	(111)
	Other Traffic Violations	34.1%	(3356)	APB	0.5%	(52)
	Equipment Violations	24.0%	(2362)	Suspicious Person	2.7%	(268)
	Registration Violation	6.3%	(620)	Motorist Assist	3.0%	(295)
	City or Town Ordinance	0.2%	(17)	Warrant	0.1%	(8)
	Special Detail	3.8%	(375)			
Outcome of the Stop:		%	N			
	Citation	43.8%	(4261)			
	Notice of Demand	4.0%	(386)			
	Warning	33.3%	(3235)			
	Arrest	6.0%	(580)			
	No Action	13.0%	(1263)			
		%	N			
Stops with Search:		6.8%	(655)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	41.3%	(3967)			
	2nd Shift (4 p to 12 a)	42.2%	(4055)			
	3rd Shift (12 a to 8 a)	16.4%	(1576)			
Date of Week:		%	N			
	Weekday	77.9%	(7468)			
	Weekend	22.1%	(2116)			
Season:		%	N			
	Winter	25.7%	(2502)			
	Spring	29.8%	(2899)			
	Summer	21.6%	(2102)			
	Fall	22.9%	(2225)			
Driver Race:		%	N		%	N
	White	69.4%	(6847)	Asian	4.5%	(442)
	Black/African American	10.4%	(1026)	Native American	0.1%	(13)
	Hispanic	15.3%	(1508)	Other	0.2%	(23)
Driver Gender:		%	N			
	Male	69.3%	(6769)			
	Female	30.7%	(3003)			

CRANSTON

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Pawtuxet	N	500	227	727	01	N	402	125	527
	%	68.8%	31.2%	100.0%		%	76.3%	23.7%	100.0%
Edgewood	N	411	278	689	02	N	448	416	864
	%	59.7%	40.3%	100.0%		%	51.9%	48.1%	100.0%
Elmwood	N	728	392	1,120	03	N	607	367	974
	%	65.0%	35.0%	100.0%		%	62.3%	37.7%	100.0%
Auburn	N	437	171	608	04	N	647	252	899
	%	71.9%	28.1%	100.0%		%	72.0%	28.0%	100.0%
Garden City & ACI	N	389	106	495	05	N	373	101	474
	%	78.6%	21.4%	100.0%		%	78.7%	21.3%	100.0%
Forrest Hills	N	409	199	608	06	N	581	257	838
	%	67.3%	32.7%	100.0%		%	69.3%	30.7%	100.0%
Arlington (7)	N	537	398	935	07	N	646	556	1202
	%	57.4%	42.6%	100.0%		%	53.7%	46.3%	100.0%
Arlington (8)	N	695	445	1140	08	N	636	497	1133
	%	61.0%	39.0%	100.0%		%	56.1%	43.9%	100.0%
Knightsville & Thornton	N	600	75	675	09	N	545	99	644
	%	88.9%	11.1%	100.0%		%	84.6%	15.4%	100.0%
Oaklawn & ACI	N	683	99	782	10	N	588	70	658
	%	87.3%	12.7%	100.0%		%	89.4%	10.6%	100.0%
Dean Estates & Knightsville	N	490	103	593	11	N	418	54	472
	%	82.6%	17.4%	100.0%		%	88.6%	11.4%	100.0%
Western Cranston	N	161	14	175	12	N	528	38	566
	%	92.0%	8.0%	100.0%		%	93.3%	6.7%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	1,698	647	2,345	N	2757	1194	3951
(8am - 4pm)	%	72.4%	27.6%	100.0%	%	69.8%	30.2%	100.0%
2nd Shift	N	2,705	1,147	3,852	N	2745	1298	4043
(4pm – 12am)	%	70.2%	29.8%	100.0%	%	67.9%	32.1%	100.0%
3rd Shift	N	1,584	691	2,275	N	1123	451	1574
(12am – 8am)	%	69.6%	30.4%	100.0%	%	71.3%	28.7%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	Non-White	Total		White	Non-White	Total
Winter	N	1,585	723	2,308	N	1732	762	2494
(Dec – Feb)	%	68.7%	31.3%	100.0%	%	69.4%	30.6%	100.0%
Spring	N	1,874	744	2,618	N	1992	902	2894
(Mar – May)	%	71.6%	28.4%	100.0%	%	68.8%	31.2%	100.0%
Summer	N	1,224	459	1,683	N	1460	635	2095
(Jun – Aug)	%	72.7%	27.3%	100.0%	%	69.7%	30.3%	100.0%
Fall	N	1,528	653	2,181	N	1546	671	2217
(Sep – Nov)	%	70.1%	29.9%	100.0%	%	69.7%	30.3%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Pawtuxet	N	101	28	129	01	N	174	38	212
		%	78.3%	21.7%	100.0%		%	82.1%	17.9%	100.0%
Shift 2 (4pm - 12am)		N	199	65	264		N	131	53	184
		%	75.4%	24.6%	100.0%		%	71.2%	28.8%	100.0%
Shift 3 (12am - 8am)		N	180	124	304		N	83	30	113
		%	59.2%	40.8%	100.0%		%	73.5%	26.5%	100.0%
Shift 1 (8am - 4pm)	Edgewood	N	74	50	124	02	N	168	173	341
		%	59.7%	40.3%	100.0%		%	49.3%	50.7%	100.0%
Shift 2 (4pm - 12am)		N	226	163	389		N	225	215	440
		%	58.1%	41.9%	100.0%		%	51.1%	48.9%	100.0%
Shift 3 (12am - 8am)		N	93	51	144		N	41	22	63
		%	64.6%	35.4%	100.0%		%	65.1%	34.9%	100.0%
Shift 1 (8am - 4pm)	Elmwood	N	131	65	196	03	N	215	117	332
		%	66.8%	33.2%	100.0%		%	64.8%	35.2%	100.0%
Shift 2 (4pm - 12am)		N	365	217	582		N	268	174	442
		%	62.7%	37.3%	100.0%		%	60.6%	39.4%	100.0%
Shift 3 (12am - 8am)		N	201	88	289		N	110	65	175
		%	69.6%	30.4%	100.0%		%	62.9%	37.1%	100.0%
Shift 1 (8am - 4pm)	Auburn	N	130	49	179	04	N	231	93	324
		%	72.6%	27.4%	100.0%		%	71.3%	28.7%	100.0%
Shift 2 (4pm - 12am)		N	178	66	244		N	271	119	390
		%	73.0%	27.0%	100.0%		%	69.5%	30.5%	100.0%
Shift 3 (12am - 8am)		N	113	50	163		N	122	31	153
		%	69.3%	30.7%	100.0%		%	79.7%	20.3%	100.0%
Shift 1 (8am - 4pm)	Garden City & ACI	N	117	28	145	05	N	149	41	190
		%	80.7%	19.3%	100.0%		%	78.4%	21.6%	100.0%
Shift 2 (4pm - 12am)		N	158	51	209		N	135	37	172
		%	75.6%	24.4%	100.0%		%	78.5%	21.5%	100.0%
Shift 3 (12am - 8am)		N	97	19	116		N	82	21	103
		%	83.6%	16.4%	100.0%		%	79.6%	20.4%	100.0%
Shift 1 (8am - 4pm)	Forrest Hills	N	127	63	190	06	N	156	68	224
		%	66.8%	33.2%	100.0%		%	69.6%	30.4%	100.0%
Shift 2 (4pm - 12am)		N	153	75	228		N	314	145	459
		%	67.1%	32.9%	100.0%		%	68.4%	31.6%	100.0%
Shift 3 (12am - 8am)		N	103	52	155		N	88	41	129
		%	66.5%	33.5%	100.0%		%	68.2%	31.8%	100.0%
Shift 1 (8am - 4pm)	Arlington (7)	N	152	147	299	07	N	290	294	584
		%	50.8%	49.2%	100.0%		%	49.7%	50.3%	100.0%
Shift 2 (4pm - 12am)		N	240	158	398		N	196	167	363
		%	60.3%	39.7%	100.0%		%	54.0%	46.0%	100.0%
Shift 3 (12am - 8am)		N	117	76	193		N	131	82	213
		%	60.6%	39.4%	100.0%		%	61.5%	38.5%	100.0%

CRANSTON

Shift 1 (8am - 4pm)	Arlington (8)	N	191	94	285	08	N	238	196	434
		%	67.0%	33.0%	100.0%		%	54.8%	45.2%	100.0%
Shift 2 (4pm - 12am)		N	260	182	442		N	275	211	486
		%	58.8%	41.2%	100.0%		%	56.6%	43.4%	100.0%
Shift 3 (12am - 8am)		N	213	151	364		N	106	84	190
		%	58.5%	41.5%	100.0%		%	55.8%	44.2%	100.0%
Shift 1 (8am - 4pm)	Knightsville & Thornton	N	122	16	138	09	N	223	28	251
		%	88.4%	11.6%	100.0%		%	88.8%	11.2%	100.0%
Shift 2 (4pm - 12am)		N	281	36	317		N	207	40	247
		%	88.6%	11.4%	100.0%		%	83.8%	16.2%	100.0%
Shift 3 (12am - 8am)		N	174	23	197		N	105	29	134
		%	88.3%	11.7%	100.0%		%	78.4%	21.6%	100.0%
Shift 1 (8am - 4pm)	Oaklawn & ACI	N	302	37	339	10	N	249	22	271
		%	89.1%	10.9%	100.0%		%	91.9%	8.1%	100.0%
Shift 2 (4pm - 12am)		N	225	40	265		N	237	35	272
		%	84.9%	15.1%	100.0%		%	87.1%	12.9%	100.0%
Shift 3 (12am - 8am)		N	104	17	121		N	81	12	93
		%	86.0%	14.0%	100.0%		%	87.1%	12.9%	100.0%
Shift 1 (8am - 4pm)	Dean Estates & Knightsville	N	100	27	127	11	N	186	19	205
		%	78.7%	21.3%	100.0%		%	90.7%	9.3%	100.0%
Shift 2 (4pm - 12am)		N	265	52	317		N	156	25	181
		%	83.6%	16.4%	100.0%		%	86.2%	13.8%	100.0%
Shift 3 (12am - 8am)		N	105	19	124		N	63	8	71
		%	84.7%	15.3%	100.0%		%	88.7%	11.3%	100.0%
Shift 1 (8am - 4pm)	Western Cranston	N	42	6	48	12	N	263	24	287
		%	87.5%	12.5%	100.0%		%	91.6%	8.4%	100.0%
Shift 2 (4pm - 12am)		N	85	5	90		N	198	8	206
		%	94.4%	5.6%	100.0%		%	96.1%	3.9%	100.0%
Shift 3 (12am - 8am)		N	29	3	32		N	57	6	63
		%	90.6%	9.4%	100.0%		%	90.5%	9.5%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	2229	N	2185
	%	25.6%	%	22.8%
Non-White Male over 30	N	852	N	874
	%	9.8%	%	9.1%
White Male under 31	N	2299	N	2283
	%	26.4%	%	23.9%
Non-White Male under 31	N	1177	N	1302
	%	13.5%	%	13.6%
White Female over 30	N	967	N	1267
	%	11.1%	%	13.2%
Non-White Female over 30	N	319	N	368
	%	3.7%	%	3.9%
White Female under 31	N	656	N	912
	%	7.5%	%	9.5%
Non-White Female under 31	N	209	N	373
	%	2.4%	%	3.9%
Total	N	8708	N	9564
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	658	273	N	399	159
	%	10.6%	10.6%	%	5.9%	5.4%
Motor Vehicle Violation	N	5,325	2,221	N	6099	2702
	%	85.7%	86.1%	%	90.4%	91.0%
Assist	N	271	99	N	226	101
	%	4.4%	3.8%	%	3.3%	3.4%

7. Location by Reason for Stop by Race

	Location		2001-2003		Location		2004-2005	
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Pawtuxet	N	51	30	01	N	19	11
		%	63.0%	37.0%		%	63.3%	36.7%
Motor Vehicle Violation		N	423	186		N	353	104
		%	69.5%	30.5%		%	77.2%	22.8%
Assist		N	18	5		N	14	7
		%	78.3%	21.7%		%	66.7%	33.3%
Investigatory	Edgewood	N	28	15	02	N	24	22
		%	65.1%	34.9%		%	52.2%	47.8%
Motor Vehicle Violation		N	363	252		N	406	384
		%	59.0%	41.0%		%	51.4%	48.6%
Assist		N	11	5		N	9	5
		%	68.8%	31.3%		%	64.3%	35.7%
Investigatory	Elmwood	N			03	N		
			81	46			33	13
		%	63.8%	36.2%		%	71.7%	28.3%
Motor Vehicle Violation		N	598	322		N	546	330
		%	65.0%	35.0%		%	62.3%	37.7%
Assist		N	35	16		N	21	14
		%	68.6%	31.4%		%	60.0%	40.0%
Investigatory	Auburn	N	43	19	04	N	53	14
		%	69.4%	30.6%		%	79.1%	20.9%
Motor Vehicle Violation		N	384	148		N	571	228
		%	72.2%	27.8%		%	71.5%	28.5%
Assist		N	5	4		N	14	6
		%	55.6%	44.4%		%	70.0%	30.0%
Investigatory	Garden City & ACI	N			05	N		
			32	9			29	8
		%	78.0%	22.0%		%	78.4%	21.6%
Motor Vehicle Violation		N	332	88		N	309	77
		%	79.0%	21.0%		%	80.1%	19.9%
Assist		N	21	8		N	30	13
		%	72.4%	27.6%		%	69.8%	30.2%
Investigatory	Forrest Hills	N	29	16	06	N	49	22
		%	64.4%	35.6%		%	69.0%	31.0%
Motor Vehicle Violation		N	350	173		N	512	227
		%	66.9%	33.1%		%	69.3%	30.7%
Assist		N	22	9		N	17	7
		%	71.0%	29.0%		%	70.8%	29.2%
Investigatory	Arlington (7)	N	62	33	07	N	26	16
		%	65.3%	34.7%		%	61.9%	38.1%
Motor Vehicle Violation		N	439	339		N	601	521
		%	56.4%	43.6%		%	53.6%	46.4%
Assist		N	28	17		N	9	9
		%	62.2%	37.8%		%	50.0%	50.0%

CRANSTON

Investigatory	Arlington (8)	N	110	60	08	N	53	35
		%	64.7%	35.3%		%	60.2%	39.8%
Motor Vehicle Violation		N	554	372		N	540	437
		%	59.8%	40.2%		%	55.3%	44.7%
Assist		N	17	7		N	39	19
		%	70.8%	29.2%		%	67.2%	32.8%
Investigatory	Knightsville & Thornton	N	52	5	09	N	35	7
		%	91.2%	8.8%		%	83.3%	16.7%
Motor Vehicle Violation		N	518	65		N	480	85
		%	88.9%	11.1%		%	85.0%	15.0%
Assist		N	20	5		N	20	7
		%	80.0%	20.0%		%	74.1%	25.9%
Investigatory	Oaklawn & ACI	N	59	13	10	N	20	2
		%	81.9%	18.1%		%	90.9%	9.1%
Motor Vehicle Violation		N	575	74		N	536	64
		%	88.6%	11.4%		%	89.3%	10.7%
Assist		N	39	10		N	23	4
		%	79.6%	20.4%		%	85.2%	14.8%
Investigatory	Dean Estates & Knightsville	N	36	6	11	N	27	6
		%	85.7%	14.3%		%	81.8%	18.2%
Motor Vehicle Violation		N	423	90		N	373	43
		%	82.5%	17.5%		%	89.7%	10.3%
Assist		N	22	5		N	8	4
		%	81.5%	18.5%		%	66.7%	33.3%
Investigatory	Western Cranston	N	15	0	12	N	20	0
		%	100.0%	0.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	136	13		N	484	35
		%	91.3%	8.7%		%	93.3%	6.7%
Assist		N	8	1		N	15	3
		%	88.9%	11.1%		%	83.3%	16.7%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	603	173
	%	9.7%	6.5%
Speeding (Low)	N	657	192
	%	10.5%	7.2%
Other Traffic Violation	N	2,991	1,068
	%	48.0%	40.3%
Equipment Violation	N	998	690
	%	16.0%	26.0%
Registration Violation	N	223	234
	%	3.6%	8.8%
Calls for Service/APB	N	159	70
	%	2.6%	2.6%
City Ordinance Violation	N	41	15
	%	0.7%	0.6%
Special Detail	N	269	103
	%	4.3%	3.9%
Motorist Assist	N	273	101
	%	4.4%	3.8%
Warrant	N	20	7
	%	0.3%	0.3%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	868	266
	%	12.9%	9.0%
Speeding (Low)	N	931	207
	%	13.8%	7.0%
Other Traffic Violation	N	2392	879
	%	35.5%	29.6%
Equipment Violation	N	1237	970
	%	18.4%	32.7%
Registration Violation	N	254	214
	%	3.8%	7.2%
Calls for Service	N	82	20
	%	1.2%	0.7%
City Ordinance Violation	N	12	5
	%	0.2%	0.2%
Special Detail	N	285	72
	%	4.2%	2.4%
Motorist Assist	N	202	89
	%	3.0%	3.0%
Warrant	N	6	0
	%	0.1%	0.0%
APB	N	31	15
	%	0.5%	0.5%
Suspicious Person	N	185	67
	%	2.7%	2.3%
More Than One	N	248	166
	%	3.7%	5.6%

CUMBERLAND

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	6,355					
Reason for the Stop:		%	N			
	Investigatory	8.9%	(559)			
	Motor Vehicle	84.2%	(5309)			
	Assist	6.9%	(438)			
Basis for the Stop:		%	N		%	N
	Speeding	28.6%	(1816)	Call for Service	1.6%	(99)
	Other Traffic Violations	18.5%	(1174)	APB	0.8%	(50)
	Equipment Violations	23.8%	(1511)	Suspicious Person	4.4%	(278)
	Registration Violation	4.6%	(292)	Motorist Assist	6.7%	(427)
	City or Town Ordinance	0.6%	(35)	Warrant	0.2%	(12)
	Special Detail	10.2	(648)			
Outcome of the Stop:		%	N			
	Citation	19.0%	(1202)			
	Notice of Demand	2.9%	(181)			
	Warning	56.2%	(3551)			
	Arrest	2.8%	(179)			
	No Action	19.1%	(1209)			
		%	N			
Stops with Search:		3.8%	(237)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	40.0%	(2480)			
	2nd Shift (4 p to 12 a)	42.4%	(2628)			
	3rd Shift (12 a to 8 a)	17.6%	(1091)			
Date of Week:		%	N			
	Weekday	79.0%	(4924)			
	Weekend	21.0%	(1309)			
Season:		%	N			
	Winter	25.2%	(1587)			
	Spring	30.4%	(1913)			
	Summer	18.5%	(1167)			
	Fall	25.8%	(1625)			
Driver Race:		%	N		%	N
	White	87.4%	(5537)	Asian	1.2%	(74)
	Black/African American	3.2%	(200)	Native American	0.0%	(3)
	Hispanic	8.0%	(505)	Other	0.3%	(16)
Driver Gender:		%	N			
	Male	66.2%	(4185)			
	Female	33.8%	(2132)			

CUMBERLAND

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Patrol Area 411	N	3,298	797	4,095	Patrol Area 411	N	1801	427	2228
	%	80.5%	19.5%	100.0%		%	80.8%	19.2%	100.0%
Patrol Area 422	N	1,825	241	2,066	Patrol Area 422	N	1497	171	1668
	%	88.3%	11.7%	100.0%		%	89.7%	10.3%	100.0%
Patrol Area 433	N	1,560	151	1,711	Patrol Area 433	N	1269	70	1339
	%	91.2%	8.8%	100.0%		%	94.8%	5.2%	100.0%
Patrol Area 4440	N	987	173	1,160	Patrol Area 444	N	862	119	981
	%	85.1%	14.9%	100.0%		%	87.9%	12.1%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	2,297	316	2,613	N	2241	228	2469
(8am - 4pm)	%	87.9%	12.1%	100.0%	%	90.8%	9.2%	100.0%
2nd Shift	N	3,372	632	4,004	N	2226	397	2623
(4pm – 12am)	%	84.2%	15.8%	100.0%	%	84.9%	15.1%	100.0%
3rd Shift	N	2,110	429	2,539	N	937	153	1090
(12am – 8am)	%	83.1%	16.9%	100.0%	%	86.0%	14.0%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	1,845	366	2,211	N	1346	235	1581
(Dec – Feb)	%	83.4%	16.6%	100.0%	%	85.1%	14.9%	100.0%
Spring	N	2,309	366	2,675	N	1684	224	1908
(Mar – May)	%	86.3%	13.7%	100.0%	%	88.3%	11.7%	100.0%
Summer	N	1,951	315	2,266	N	1032	135	1167
(Jun – Aug)	%	86.1%	13.9%	100.0%	%	88.4%	11.6%	100.0%
Fall	N	1,886	373	2,259	N	1426	195	1621
(Sep – Nov)	%	83.5%	16.5%	100.0%	%	88.0%	12.0%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Patrol Area 411	N	714	158	872	Patrol Area 411	N	550	124	674
		%	81.9%	18.1%	100.0%		%	81.6%	18.4%	100.0%
Shift 2 (4pm - 12am)		N	1,488	374	1,862		N	867	216	1083
		%	79.9%	20.1%	100.0%		%	80.1%	19.9%	100.0%
Shift 3 (12am - 8am)		N	998	237	1,235		N	351	81	432
		%	80.8%	19.2%	100.0%		%	91.3%	18.8%	100.0%
Shift 1 (8am - 4pm)	Patrol Area 422	N	656	66	722	Patrol Area 422	N	668	52	720
		%	90.9%	9.1%	100.0%		%	92.8%	7.2%	100.0%
Shift 2 (4pm - 12am)		N	681	94	775		N	631	85	716
		%	87.9%	12.1%	100.0%		%	88.1%	11.9%	100.0%
Shift 3 (12am - 8am)		N	402	65	467		N	177	29	206
		%	86.1%	13.9%	100.0%		%	85.9%	14.1%	100.0%
Shift 1 (8am - 4pm)	Patrol 433	N	666	53	719	Patrol Area 433	N	768	31	799
		%	92.6%	7.4%	100.0%		%	96.1%	3.9%	100.0%
Shift 2 (4pm - 12am)		N	530	38	568		N	277	17	294
		%	93.3%	6.7%	100.0%		%	94.2%	5.8%	100.0%
Shift 3 (12am - 8am)		N	305	50	355		N	175	18	193
		%	85.9%	14.1%	100.0%		%	90.7%	9.3%	100.0%
Shift 1 (8am - 4pm)	Patrol Area 4440	N	116	15	131	Patrol Area 444	N	198	16	214
		%	88.5%	11.5%	100.0%		%	92.5%	7.5%	100.0%
Shift 2 (4pm - 12am)		N	532	92	624		N	430	75	505
		%	85.3%	14.7%	100.0%		%	85.1%	14.9%	100.0%
Shift 3 (12am - 8am)		N	302	60	362		N	217	24	241
		%	83.4%	16.6%	100.0%		%	90.0%	10.0%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	2613	N	1863
	%	29.0%	%	29.9%
Non-White Male over 30	N	587	N	278
	%	6.5%	%	4.5%
White Male under 31	N	2755	N	1685
	%	30.6%	%	27.0%
Non-White Male under 31	N	488	N	309
	%	5.4%	%	5.0%
White Female over 30	N	1318	N	1130
	%	14.6%	%	18.1%
Non-White Female over 30	N	173	N	110
	%	1.9%	%	1.8%
White Female under 31	N	965	N	784
	%	10.7%	%	12.6%
Non-White Female under 31	N	101	N	81
	%	1.1%	%	1.3%
Total	N	9000	N	6240
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	1120	194	N	491	67
	%	13.9%	13.5%	%	9.0%	8.5%
Motor Vehicle Violation	N	6356	1121	N	4621	653
	%	79.1%	78.1%	%	84.3%	83.1%
Assist	N	564	120	N	367	66
	%	7.0%	8.4%	%	6.7%	8.4%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Patrol Area 411	N	393	88	Patrol Area 411	N	164	36
		%	81.7%	18.3%		%	82.0%	18.0%
Motor Vehicle Violation		N	2727	652		N	1534	354
		%	80.7%	19.3%		%	81.3%	18.8%
Assist		N	132	43		N	89	30
		%	75.4%	24.6%		%	74.8%	25.2%
Investigatory	Patrol Area 422	N	252	38	Patrol Area 422	N	133	11
		%	86.9%	13.1%		%	92.4%	7.6%
Motor Vehicle Violation		N	1380	165		N	1253	144
		%	89.3%	10.7%		%	89.7%	10.3%
Assist		N	170	34		N	101	14
		%	83.3%	16.7%		%	87.8%	12.2%
Investigatory	Patrol 433	N	203	22	Patrol Area 433	N	82	8
		%	90.2%	9.8%		%	91.1%	8.9%
Motor Vehicle Violation		N	1184	106		N	1046	51
		%	91.8%	8.2%		%	95.4%	4.6%
Assist		N	144	19		N	128	11
		%	88.3%	11.7%		%	92.1%	7.9%
Investigatory	Patrol Area 4440	N	168	22	Patrol Area 444	N	103	12
		%	88.4%	11.6%		%	89.6%	10.4%
Motor Vehicle Violation		N	732	129		N	703	97
		%	85.0%	15.0%		%	87.9%	12.1%
Assist		N	66	16		N	41	8
		%	80.5%	19.5%		%	83.7%	16.3%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	1,228	108
	%	14.5%	6.9%
Speeding (Low)	N	944	96
	%	11.1%	6.1%
Other Traffic Violation	N	2,305	425
	%	27.1%	27.2%
Equipment Violation	N	1,994	520
	%	23.5%	33.3%
Registration Violation	N	428	145
	%	5.1%	9.3%
Calls for Service/APB	N	296	53
	%	3.5%	3.4%
City Ordinance Violation	N	223	30
	%	2.6%	1.9%
Special Detail	N	416	39
	%	4.9%	2.5%
Motorist Assist	N	609	136
	%	7.2%	8.7%
Warrant	N	46	9
	%	0.5%	0.6%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	970	87
	%	17.6%	11.0%
Speeding (Low)	N	685	42
	%	12.5%	5.3%
Other Traffic Violation	N	945	159
	%	17.2%	20.0%
Equipment Violation	N	1157	230
	%	21.0%	29.0%
Registration Violation	N	167	44
	%	3.0%	5.5%
Calls for Service	N	82	13
	%	1.5%	1.6%
City Ordinance Violation	N	27	6
	%	0.5%	0.8%
Special Detail	N	76	6
	%	1.4%	0.8%
Motorist Assist	N	346	65
	%	6.3%	8.2%
Warrant	N	6	0
	%	0.1%	0.0%
APB	N	34	3
	%	0.6%	0.4%
Suspicious Person	N	233	29
	%	4.2%	3.7%
More Than One	N	771	110
	%	14.0%	13.9%

EAST GREENWICH

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	3,620					
Reason for the Stop:		%	N			
	Investigatory	4.7%	(167)			
	Motor Vehicle	89.2%	(3173)			
	Assist	6.1%	(216)			
Basis for the Stop:		%	N		%	N
	Speeding	48.1%	(1727)	Call for Service	1.0%	(36)
	Other Traffic Violations	16.9%	(605)	APB	0.4%	(16)
	Equipment Violations	18.4%	(660)	Suspicious Person	3.0%	(106)
	Registration Violation	5.0%	(181)	Motorist Assist	6.0%	(215)
	City or Town Ordinance	0.2%	(7)	Warrant	0.4%	(15)
	Special Detail	0.6%	(20)			
Outcome of the Stop:		%	N			
	Citation	19.0%	(676)			
	Notice of Demand	8.4%	(298)			
	Warning	53.0%	(1888)			
	Arrest	6.5%	(233)			
	No Action	13.2%	(469)			
		%	N			
Stops with Search:		11.0%	(385)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	34.7%	(1190)			
	2nd Shift (4 p to 12 a)	37.8%	(1297)			
	3rd Shift (12 a to 8 a)	27.5%	(942)			
Date of Week:		%	N			
	Weekday	78.3%	2742			
	Weekend	21.7%	761			
Season:		%	N			
	Winter	25.0%	(889)			
	Spring	28.6%	(1019)			
	Summer	25.5%	(907)			
	Fall	20.9%	(744)			
Driver Race:		%	N		%	N
	White	90.8%	(3270)	Asian	2.3%	(82)
	Black/African American	2.9%	(103)	Native American	0.1%	(3)
	Hispanic	3.7%	(135)	Other	0.2%	(8)
Driver Gender:		%	N			
	Male	60.2%	(2140)			
	Female	39.8%	(1413)			

EAST GREENWICH

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Patrol Sector 1	N	743	76	819	District 1	N	1072	104	1176
	%	90.7%	9.3%	100.0%		%	91.2%	8.8%	100.0%
Patrol Sector 2	N	483	43	526	District 2	N	1105	114	1219
	%	91.8%	8.2%	100.0%		%	90.6%	9.4%	100.0%
Patrol Sector 3	N	517	61	578	District 3	N	954	96	1050
	%	89.4%	10.6%	100.0%		%	90.9%	9.1%	100.0%
Patrol Sector 4	N	53	12	65					
	%	81.5%	18.5%	100.0%					

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	1,022	92	1,114	N	1096	89	1185
(8am - 4pm)	%	91.7%	8.3%	100.0%	%	92.5%	7.5%	100.0%
2nd Shift	N	814	83	897	N	1157	136	1293
(4pm – 12am)	%	90.7%	9.3%	100.0%	%	89.5%	10.5%	100.0%
3rd Shift	N	561	71	632	N	852	86	938
(12am – 8am)	%	88.8%	11.2%	100.0%	%	90.8%	9.2%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	553	50	603	N	804	84	888
(Dec – Feb)	%	91.7%	8.3%	100.0%	%	90.5%	9.5%	100.0%
Spring	N	697	68	765	N	924	90	1014
(Mar – May)	%	91.1%	8.9%	100.0%	%	91.1%	8.9%	100.0%
Summer	N	632	71	703	N	823	80	903
(Jun – Aug)	%	89.9%	10.1%	100.0%	%	91.1%	8.9%	100.0%
Fall	N	679	66	745	N	670	72	742
(Sep – Nov)	%	91.1%	8.9%	100.0%	%	90.3%	9.7%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Patrol Sector 1	N	273	22	295	District 1	N	272	30	302
		%	92.5%	7.5%	100.0%		%	90.1%	9.9%	100.0%
Shift 2 (4pm - 12am)		N	172	27	199		N	385	50	435
		%	86.4%	13.6%	100.0%		%	88.5%	11.5%	100.0%
Shift 3 (12am - 8am)		N	215	23	238		N	381	22	403
		%	90.3%	9.7%	100.0%		%	94.5%	5.5%	100.0%
Shift 1 (8am - 4pm)	Patrol Sector 2	N	175	17	192	District 2	N	424	30	454
		%	91.1%	8.9%	100.0%		%	93.4%	6.6%	100.0%
Shift 2 (4pm - 12am)		N	193	16	209		N	383	41	424
		%	92.3%	7.7%	100.0%		%	90.3%	9.7%	100.0%
Shift 3 (12am - 8am)		N	84	10	94		N	219	29	248
		%	89.4%	10.6%	100.0%		%	88.3%	11.7%	100.0%
Shift 1 (8am - 4pm)	Patrol Sector 3	N	173	13	186	District 3	N	338	24	362
		%	93.0%	7.0%	100.0%		%	93.4%	6.6%	100%
Shift 2 (4pm - 12am)		N	204	19	223		N	347	38	385
		%	91.5%	8.5%	100.0%		%	90.1%	9.9%	100%
Shift 3 (12am - 8am)		N	114	24	138		N	226	32	258
		%	82.6%	17.4%	100.0%		%	87.6%	12.4%	100.0%
Shift 1 (8am - 4pm)	Patrol Sector 4	N	33	10	43					
		%	76.7%	23.3%	100.0%					
Shift 2 (4pm - 12am)		N	9	1	10					
		%	90.0%	10.0%	100.0%					
Shift 3 (12am - 8am)		N	10	0	10					
		%	100.0%	0.0%	100.0%					

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	855	N	1004
	%	31.1%	%	28.7
Non-White Male over 30	N	100	N	129
	%	3.6%	%	3.7
White Male under 31	N	665	N	874
	%	24.2%	%	25
Non-White Male under 31	N	78	N	104
	%	2.8%	%	3
White Female over 30	N	648	N	778
	%	23.6%	%	22.2
Non-White Female over 30	N	48	N	51
	%	1.7%	%	1.5
White Female under 31	N	333	N	528
	%	12.1%	%	15.1
Non-White Female under 31	N	23	N	35
	%	0.8%	%	1
Total	N	2750	N	3503
	%	100.0%	%	100

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	75	9	N	152	15
	%	2.9%	3.5%	%	4.9%	4.9%
Motor Vehicle Violation	N	2465	236	N	2804	259
	%	95.1%	92.9%	%	90.1%	84.9%
Assist	N	52	9	N	157	31
	%	2.0%	3.5%	%	5.0%	10.2%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Patrol Sector 1	N	19	2	District 1	N	65	5
		%	90.5%	9.5%		%	92.9%	7.1%
Motor Vehicle Violation		N	692	72		N	950	88
		%	90.6%	9.4%		%	91.5%	8.5%
Assist		N	9	0		N	24	7
		%	100.0%	0.0%		%	77.4%	22.6%
Investigatory	Patrol Sector 2	N	5	1	District 2	N	36	3
		%	83.3%	16.7%		%	92.3%	7.7%
Motor Vehicle Violation		N	457	42		N	954	92
		%	91.6%	8.4%		%	91.2%	8.8%
Assist		N	4	0		N	59	10
		%	100.0%	0.0%		%	85.5%	14.5%
Investigatory	Patrol Sector 3	N	9	3	District 3	N	49	7
		%	75.0%	25.0%		%	87.5%	12.5%
Motor Vehicle Violation		N	493	54		N	776	66
		%	90.1%	9.9%		%	92.2%	7.8%
Assist		N	8	2		N	66	11
		%	80.0%	20.0%		%	85.7%	14.3%
Investigatory	Patrol Sector 4	N	1	0				
		%	100.0%	0.0%				
Motor Vehicle Violation		N	44	10				
		%	81.5%	18.5%				
Assist		N	8	1				
		%	88.9%	11.1%				

EAST GREENWICH

8. Basis for Stop by Race

2001-2003				2004-2005			
Basis for Stop		**White**	**Non-White**	**Basis for Stop**		**White**	**Non-White**
Speeding (High)	N	728	61	Speeding (High)	N	583	50
	%	28.4%	22.8%		%	18.2%	15.5%
Speeding (Low)	N	480	31	Speeding (Low)	N	968	62
	%	18.7%	11.6%		%	30.3%	19.3%
Other Traffic Violation	N	429	37	Other Traffic Violation	N	525	51
	%	16.7%	13.8%		%	16.4%	15.8%
Equipment Violation	N	672	87	Equipment Violation	N	538	66
	%	26.2%	32.5%		%	16.8%	20.5%
Registration Violation	N	164	38	Registration Violation	N	114	21
	%	6.4%	14.2%		%	3.6%	6.5%
Calls for Service/APB	N	14	2	Calls for Service	N	32	2
	%	0.5%	0.7%		%	1.0%	0.6%
City Ordinance Violation	N	2	3	City Ordinance Violation	N	5	1
	%	0.1%	1.2%		%	0.2%	0.3%
Special Detail	N	18	0	Special Detail	N	5	1
	%	0.7%	0.0%		%	0.2%	0.3%
Motorist Assist	N	55	9	Motorist Assist	N	148	33
	%	2.1%	3.4%		%	4.6%	10.2%
Warrant	N	5	0	Warrant	N	10	2
	%	0.2%	0.0%		%	0.3%	0.6%
				APB	N	6	1
					%	0.2%	0.3%
				Suspicious Person	N	49	4
					%	1.5%	1.2%
				More Than One	N	212	28
					%	6.6%	8.7%

EAST PROVIDENCE

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	15,470					
Reason for the Stop:		%	N			
	Investigatory	8.3%	(1273)			
	Motor Vehicle	88.3%	(13520)			
	Assist	3.3%	(510)			
Basis for the Stop:		%	N		%	N
	Speeding	21.9%	(3372)	Call for Service	1.0%	(147)
	Other Traffic Violations	18.4%	(2839)	APB	0.6%	(93)
	Equipment Violations	32.6%	(5021)	Suspicious Person	4.2%	(652)
	Registration Violation	15.7%	(2427)	Motorist Assist	3.2%	(490)
	City or Town Ordinance	0.5%	(79)	Warrant	1.0%	(150)
	Special Detail	0.9%	(142)			
Outcome of the Stop:		%	N			
	Citation	30.2%	(4628)			
	Notice of Demand	13.7%	(2096)			
	Warning	39.6%	(6081)			
	Arrest	8.4%	(1287)			
	No Action	8.2%	(1252)			
		%	N			
Stops with Search:		11.4%	(1767)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	32.1%	(4848)			
	2nd Shift (4 p to 12 a)	46.3%	(6984)			
	3rd Shift (12 a to 8 a)	21.6%	(3256)			
Date of Week:		%	N			
	Weekday	74.7%	(11373)			
	Weekend	25.3%	(3844)			
Season:		%	N			
	Winter	22.3%	(3420)			
	Spring	28.8%	(4411)			
	Summer	24.0%	(3672)			
	Fall	24.9%	(3818)			
Driver Race:		%	N		%	N
	White	75.2%	(11590)	Asian	1.3%	(205)
	Black/African American	14.5%	(2241)	Native American	0.0%	(7)
	Hispanic	8.7%	(1343)	Other	0.2%	(31)
Driver Gender:		%	N			
	Male	69.7%	(10674)			
	Female	30.3%	(4646)			

EAST PROVIDENCE

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Post 1	N	1,719	574	2,293	Post 1	N	1182	426	1608
	%	75.0%	25.0%	100.0%		%	73.5%	26.5%	100.0%
Post 2	N	2,172	843	3,015	Post 2	N	1292	559	1851
	%	72.0%	28.0%	100.0%		%	69.8%	30.2%	100.0%
Post 3	N	2,694	886	3,580	Post 3	N	2516	783	3299
	%	75.3%	24.7%	100.0%		%	76.3%	23.7%	100.0%
Post 4	N	1,495	160	1,655	Post 4	N	1053	128	1181
	%	90.3%	9.7%	100.0%		%	89.2%	10.8%	100.0%
Post 5	N	2,032	443	2,475	Post 5	N	799	427	1226
	%	82.1%	17.9%	100.0%		%	65.2%	34.8%	100.0%
Post 6	N	1847	279	2126	Post 6	N	1285	220	1505
	%	86.9%	13.1%	100.0%		%	85.4%	14.6%	100.0%
Post 7	N	1451	495	1946	Post 7	N	880	318	1198
	%	74.6%	25.4%	100.0%		%	73.5%	26.5%	100.0%
Post 8	N	2141	524	2665	Post 8	N	1115	385	1500
	%	80.3%	19.7%	100.0%		%	74.3%	25.7%	100.0%
Post 9	N	660	165	825	Post 9	N	707	177	884
	%	80.0%	20.0%	100.0%		%	80.0%	20.0%%	100.0%
Interstate-195	N	444	253	697	Interstate-195	N	484	318	802
	%	63.7%	36.3%	100.0%		%	60.3%	39.7%	100.0%
East Shore	N	154	16	170	East Shore	N	67	12	79
Expressway	%	90.6%	9.4%	100.0%	Expressway	%	84.8%	15.2%	100.0%
Henderson	N	64	11	75	Henderson	N	13	5	18
Bridge	%	85.3%	14.7%	100.0%	Bridge	%	72.2%	27.8%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	5,856	1,030	6,886	N	2229	1011	3240
(8am - 4pm)	%	85.0%	15.0%	100.0%	%	68.8%	31.2%	100.0%
2nd Shift	N	6,799	2,170	8,969	N	3981	861	4842
(4pm – 12am)	%	75.8%	24.2%	100.0%	%	82.2%	17.8%	100.0%
3rd Shift	N	4,071	1,424	5,495	N	5096	1870	6966
(12am – 8am)	%	74.1%	25.9%	100.0%	%	73.2%	26.8%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	3,461	1,065	4,526	N	2507	905	3412
(Dec – Feb)	%	76.5%	23.5%	100.0%	%	73.5%	26.5%	100.0%
Spring	N	4,611	1,233	5,844	N	3362	1036	4398
(Mar – May)	%	78.9%	21.1%	100.0%	%	76.4%	23.6%	100.0%
Summer	N	5,141	1,269	6,410	N	2748	913	3661
(Jun – Aug)	%	80.2%	19.8%	100.0%	%	75.1%	24.9%	100.0%
Fall	N	3,821	1,133	4,954	N	2881	932	3813
(Sep – Nov)	%	77.1%	22.9%	100.0%	%	75.6%	24.4%	100.0%

4. Racial Differences in Stops by Shift for Each Location

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Shift 1 (8am - 4pm)	District 1	N	384	95	District 1	N	282	56
		%	80.2%	19.8%		%	83.4%	16.6%
Shift 2 (4pm - 12am)		N	664	228		N	559	207
		%	74.4%	25.6%		%	73.0%	27.0%
Shift 3 (12am - 8am)		N	631	234		N	316	152
		%	72.9%	27.1%		%	67.5%	32.5%
Shift 1 (8am - 4pm)	District 2	N	702	202	District 2	N	367	117
		%	77.7%	22.3%		%	75.8%	24.2%
Shift 2 (4pm - 12am)		N	865	365		N	613	258
		%	70.3%	29.7%		%	70.4%	29.6%
Shift 3 (12am - 8am)		N	553	254		N	285	169
		%	68.5%	31.5%		%	62.8%	37.2%
Shift 1 (8am - 4pm)	District 3	N	795	137	District 3	N	1112	210
		%	85.3%	14.7%		%	84.1%	15.9%
Shift 2 (4pm - 12am)		N	1,070	396		N	805	253
		%	73.0%	27.0%		%	76.1%	23.9%
Shift 3 (12am - 8am)		N	767	336		N	541	302
		%	69.5%	30.5%		%	64.2%	35.8%
Shift 1 (8am - 4pm)	District 4	N	562	50	District 4	N	372	37
		%	91.8%	8.2%		%	91.0%	9.0%
Shift 2 (4pm - 12am)		N	509	57		N	446	53
		%	89.9%	10.1%		%	89.4%	10.6%
Shift 3 (12am - 8am)		N	384	53		N	208	32
		%	87.9%	12.1%		%	86.7%	13.3%
Shift 1 (8am - 4pm)	District 5	N	960	100	District 5	N	171	48
		%	90.6%	9.4%		%	78.1%	21.9%
Shift 2 (4pm - 12am)		N	674	227		N	473	310
		%	74.8%	25.2%		%	60.4%	39.6%
Shift 3 (12am - 8am)		N	366	104		N	139	62
		%	77.9%	22.1%		%	69.2%	30.8%
Shift 1 (8am - 4pm)	District 6	N	631	93	District 6	N	395	56
		%	87.2%	12.8%		%	87.6%	12.4%
Shift 2 (4pm - 12am)		N	621	74		N	534	99
		%	89.4%	10.6%		%	84.4%	15.6%
Shift 3 (12am - 8am)		N	531	105		N	317	60
		%	83.5%	16.5%		%	84.1%	15.9%

EAST PROVIDENCE

Shift 1 (8am - 4pm)	District 7	N	633	150	District 7	N	379	116
		%	80.8%	19.2%		%	76.6%	23.4%
Shift 2 (4pm - 12am)		N	736	310		N	462	192
		%	70.4%	29.6%		%	70.6%	29.4%
Shift 3 (12am - 8am)		N	49	22		N	25	6
		%	69.0%	31.0%		%	80.6%	19.4%
Shift 1 (8am - 4pm)	District 8	N	622	108	District 8	N	398	90
		%	85.2%	14.8%		%	81.6%	18.4%
Shift 2 (4pm - 12am)		N	1,042	270		N	554	242
		%	79.4%	20.6%		%	69.6%	30.4%
Shift 3 (12am - 8am)		N	438	135		N	132	49
		%	76.4%	23.6%		%	72.9%	27.1%
Shift 1 (8am - 4pm)	District 9	N	258	43	District 9	N	324	64
		%	85.7%	14.3%		%	83.5%	16.5%
Shift 2 (4pm - 12am)		N	347	112		N	361	109
		%	75.6%	24.4%		%	76.8%	23.2%
Shift 3 (12am - 8am)		N	39	5		N	11	3
		%	88.6%	11.4%		%	78.6%	21.4%
Shift 1 (8am - 4pm)	District 10	N	31	12	District 10	N	75	49
		%	72.1%	27.9%		%	60.5%	39.5%
Shift 2 (4pm - 12am)		N	137	82		N	195	119
		%	62.6%	37.4%		%	62.1%	37.9%
Shift 3 (12am - 8am)		N	268	155		N	204	143
		%	63.4%	36.6%		%	58.8%	41.2%
Shift 1 (8am - 4pm)	District 11	N	114	7	District 11	N	48	6
		%	94.2%	5.8%		%	88.9%	11.1%
Shift 2 (4pm - 12am)		N	29	6		N	10	5
		%	82.9%	17.1%		%	66.7%	33.3%
Shift 3 (12am - 8am)		N	7	3		N	4	1
		%	70.0%	30.0%		%	80.0%	20.0%
Shift 1 (8am - 4pm)	District 12	N	41	4	District 12	N	1	2
		%	91.1%	8.9%		%	33.3%	66.7%
Shift 2 (4pm - 12am)		N	12	6		N	10	3
		%	66.7%	33.3%		%	76.9%	23.1%
Shift 3 (12am - 8am)		N	8	1		N	2	0
		%	88.9%	11.1%		%	100.0%	0.0%

EAST PROVIDENCE

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	5,650	N	3887
	%	26.2%	%	25.6%
Non-White Male over 30	N	1,650	N	1284
	%	7.7%	%	8.4%
White Male under 31	N	5,818	N	3900
	%	27.0%	%	25.6%
Non-White Male under 31	N	1,944	N	1522
	%	9.0%	%	10.0%
White Female over 30	N	3112	N	1940
	%	14.4%	%	12.8%
Non-White Female over 30	N	574	N	463
	%	2.7%	%	3.0%
White Female under 31	N	2301	N	1716
	%	10.7%	%	11.3%
Non-White Female under 31	N	506	N	495
	%	2.3%	%	3.3%
Total	N	21,555	N	15207
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	1001	412	N	954	318
	%	5.8%	8.7%	%	8.4%	8.5%
Motor Vehicle Violation	N	15963	4303	N	10037	3309
	%	93.2%	90.4%	%	88.2%	88.4%
Assist	N	158	47	N	387	116
	%	0.9%	1.0%	%	3.4%	3.1%

7. Location by Reason for Stop by Race

	Location		2001-2003		Location		2004-2005	
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	District 1	N	156	65	District 1	N	202	77
		%	70.6%	29.4%		%	72.4%	27.6%
Motor Vehicle Violation		N	1,544	504		N	910	323
		%	75.4%	24.6%		%	73.8%	26.2%
Assist		N	16	5		N	50	15
		%	76.2%	23.8%		%	76.9%	23.1%
Investigatory	District 2	N	169	88	District 2	N	136	61
		%	65.8%	34.2%		%	69.0%	31.0%
Motor Vehicle Violation		N	1,990	760		N	1050	445
		%	72.4%	27.6%		%	70.2%	29.8%
Assist		N	24	12		N	79	31
		%	66.7%	33.3%		%	71.8%	28.2%
Investigatory	District 3	N	180	69	District 3	N	136	44
		%	72.3%	27.7%		%	75.6%	24.4%
Motor Vehicle Violation		N	2,476	806		N	2288	719
		%	75.4%	24.6%		%	76.1%	23.9%
Assist		N	22	10		N	57	10
		%	68.8%	31.3%		%	85.1%	14.9%
Investigatory	District 4	N	59	14	District 4	N	70	11
		%	80.8%	19.2%		%	86.4%	13.6%
Motor Vehicle Violation		N	1,425	147		N	933	113
		%	90.6%	9.4%		%	89.2%	10.8%
Assist		N	6	1		N	34	4
		%	85.7%	14.3%		%	89.5%	10.5%
Investigatory	District 5	N	82	36	District 5	N	76	34
		%	69.5%	30.5%		%	69.1%	30.9%
Motor Vehicle Violation		N	1,927	409		N	679	375
		%	82.5%	17.5%		%	64.4%	35.6%
Assist		N	17	4		N	29	10
		%	81.0%	19.0%		%	74.4%	25.6%
Investigatory	District 6	N	97	14	District 6	N	113	8
		%	87.4%	12.6%		%	93.4%	6.6%
Motor Vehicle Violation		N	1,740	262		N	1134	199
		%	86.9%	13.1%		%	85.1%	14.9%
Assist		N	12	2		N	18	7
		%	85.7%	14.3%		%	72.0%	28.0%
Investigatory	District 7	N	65	38	District 7	N	59	20
		%	63.1%	36.9%		%	74.7%	25.3%
Motor Vehicle Violation		N	1,379	452		N	783	293
		%	75.3%	24.7%		%	72.8%	27.2%
Assist		N	10	3		N	20	4
		%	76.9%	23.1%		%	83.3%	16.7%

EAST PROVIDENCE

Investigatory	District 8	N	75	27	District 8	N	72	32
		%	73.5%	26.5%		%	69.2%	30.8%
Motor Vehicle Violation		N	2,053	498		N	1016	345
		%	80.5%	19.5%		%	74.7%	25.3%
Assist		N	13	2		N	10	6
		%	86.7%	13.3%		%	62.5%	37.5%
Investigatory	District 9	N	54	21	District 9	N	38	11
		%	72.0%	28.0%		%	77.6%	22.4%
Motor Vehicle Violation		N	597	145		N	631	153
		%	80.5%	19.5%		%	80.5%	19.5%
Assist		N	11	1		N	29	10
		%	91.7%	8.3%		%	74.4%	25.6%
Investigatory	District 10	N	44	31	District 10	N	32	14
		%	58.7%	41.3%		%	69.6%	30.4%
Motor Vehicle Violation		N	386	220		N	391	279
		%	63.7%	36.3%		%	58.4%	41.6%
Assist		N	18	5		N	45	15
		%	78.3%	21.7%		%	75.0%	25.0%
Investigatory	District 11	N	2	0	District 11	N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	148	16		N	62	10
		%	90.2%	9.8%		%	86.1%	13.9%
Assist		N	3	0		N	3	1
		%	100.0%	0.0%		%	75.0%	25.0%
Investigatory	District 12	N	2	2	District 12	N	1	1
		%	50.0%	50.0%		%	50.0%	50.0%
Motor Vehicle Violation		N	60	9		N	6	2
		%	87.0%	13.0%		%	75.0%	25.0%
Assist		N	2	0		N	5	2
		%	100.0%	0.0%		%	71.4%	28.6%

EAST PROVIDENCE

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	2,926	395
	%	15.6%	7.9%
Speeding (Low)	N	2,710	364
	%	14.3%	7.3%
Other Traffic Violation	N	4,099	1,119
	%	21.7%	22.5%
Equipment Violation	N	5,337	2,032
	%	28.2%	40.9%
Registration Violation	N	1,730	899
	%	9.1%	18.1%
Calls for Service/APB	N	392	143
	%	2.1%	2.9%
City Ordinance Violation	N	179	63
	%	0.9%	1.3%
Special Detail	N	1,294	217
	%	6.8%	4.4%
Motorist Assist	N	165	60
	%	1.0%	1.2%
Warrant	N	101	74
	%	0.6%	1.6%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	925	140
	%	8.0%	3.7%
Speeding (Low)	N	1994	252
	%	17.3%	6.6%
Other Traffic Violation	N	2191	564
	%	19.0%	14.8%
Equipment Violation	N	3305	1388
	%	28.7%	36.5%
Registration Violation	N	1346	729
	%	11.7%	19.2%
Calls for Service	N	118	21
	%	1.0%	0.6%
City Ordinance Violation	N	43	19
	%	0.4%	0.5%
Special Detail	N	44	11
	%	0.4%	0.3%
Motorist Assist	N	349	110
	%	3.0%	2.9%
Warrant	N	73	33
	%	0.6%	0.9%
APB	N	62	20
	%	0.5%	0.5%
Suspicious Person	N	422	151
	%	3.7%	4.0%
More Than One	N	644	367
	%	5.6%	9.6%

General Information on Traffic Stops in 2004-2005

Total Number of Stops: 1,027						
Reason for the Stop:		%	N			
	Investigatory	2.6%	(27)			
	Motor Vehicle	94.5%	(964)			
	Assist	2.8%	(29)			
Basis for the Stop:		%	N		%	N
	Speeding	82.6%	(841)	Call for Service	0.9%	(9)
	Other Traffic Violations	5.6%	(57)	APB	0.1%	(1)
	Equipment Violations	6.2%	(63)	Suspicious Person	1.4%	(14)
	Registration Violation	0.2%	(2)	Motorist Assist	2.8%	(28)
	City or Town Ordinance	0.0%	(0)	Warrant	0.2%	(2)
	Special Detail	0.1%	(1)			
Outcome of the Stop:		%	N			
	Citation	66.5%	(678)			
	Notice of Demand	0.5%	(5)			
	Warning	26.5%	(270)			
	Arrest	2.3%	(23)			
	No Action	4.3%	(44)			
		%	N			
Stops with Search:		3.3%	(33)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	26.1%	(261)			
	2nd Shift (4 p to 12 a)	59.5%	(596)			
	3rd Shift (12 a to 8 a)	14.4%	(144)			
Date of Week:		%	N			
	Weekday	78.5%	(781)			
	Weekend	21.5%	(214)			
Season:		%	N			
	Winter	23.9%	(240)			
	Spring	35.5%	(356)			
	Summer	28.4%	(285)			
	Fall	12.3%	(123)			
Driver Race:		%	N		%	N
	White	89.5%	(916)	Asian	2.1%	(21)
	Black/African American	3.7%	(38)	Native American	0.0%	(0)
	Hispanic	4.7%	(48)	Other	0.0%	(0)
Driver Gender:		%	N			
	Male	66.5%	(676)			
	Female	33.5%	(341)			

FOSTER

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Foster	N	1,057	200	1,257	02	N	877	101	978
	%	84.1%	15.9%	100.0%		%	89.7%	10.3%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	627	130	757	N	235	26	261
(8am - 4pm)	%	82.8%	17.2%	100.0%	%	90.0%	10.0%	100.0%
2nd Shift	N	329	58	387	N	530	66	596
(4pm – 12am)	%	85.0%	15.0%	100.0%	%	88.9%	11.1%	100.0%
3rd Shift	N	139	19	158	N	132	10	142
(12am – 8am)	%	88.0%	12.0%	100.0%	%	93.0%	7.0%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	278	51	329	N	217	21	238
(Dec – Feb)	%	84.5%	15.5%	100.0%	%	91.2%	8.8%	100.0%
Spring	N	263	70	333	N	307	49	356
(Mar – May)	%	79.0%	21.0%	100.0%	%	86.2%	13.8%	100.0%
Summer	N	270	41	311	N	263	22	285
(Jun – Aug)	%	86.8%	13.2%	100.0%	%	92.3%	7.7%	100.0%
Fall	N	302	50	352	N	111	12	123
(Sep – Nov)	%	85.8%	14.2%	100.0%	%	90.2%	9.8%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Foster	N	587	121	708	02	N	235	26	261
		%	82.9%	17.1%	100.0%		%	90.0%	10.0%	100.0%
Shift 2 (4pm - 12am)		N	304	54	358		N	530	66	596
		%	84.9%	15.1%	100.0%		%	88.9%	11.1%	100.0%
Shift 3 (12am - 8am)		N	120	18	138		N	132	10	142
		%	87.0%	13.0%	100.0%		%	93.0%	7.0%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	454	N	387
	%	35.2%	%	38.5%
Non-White Male over 30	N	95	N	48
	%	7.4%	%	4.8%
White Male under 31	N	313	N	192
	%	24.3%	%	19.1%
Non-White Male under 31	N	67	N	40
	%	5.2%	%	4.0%
White Female over 30	N	178	N	188
	%	13.8%	%	18.7%
Non-White Female over 30	N	24	N	9
	%	1.9%	%	0.9%
White Female under 31	N	141	N	136
	%	10.9%	%	13.5%
Non-White Female under 31	N	17	N	6
	%	1.3%	%	0.6%
Total	N	1,289	N	1006
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	29	5	N	23	4
	%	2.6%	2.3%	%	2.5%	3.7%
Motor Vehicle Violation	N	1,091	204	N	858	102
	%	96.4%	95.3%	%	94.5%	95.3%
Assist	N	16	7	N	28	1
	%	1.4%	3.3%	%	3.1%	0.9%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			White	Non-White			White	Non-White
Investigatory	Foster	N	28	5	02	N	22	3
		%	84.9%	15.1%		%	88.0%	12.0%
Motor Vehicle Violation		N	1,007	190		N	825	97
		%	84.1%	15.9%		%	89.5%	10.5%
Assist		N	14	6		N	27	1
		%	70.0%	30.0%		%	96.4%	3.6%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	701	119
	%	65.0%	57.5%
Speeding (Low)	N	114	23
	%	10.6%	11.1%
Other Traffic Violation	N	93	13
	%	8.2%	6.1%
Equipment Violation	N	100	22
	%	8.8%	10.3%
Registration Violation	N	24	2
	%	2.1%	0.9%
Calls for Service/APB	N	16	3
	%	1.4%	1.4%
City Ordinance Violation	N	2	4
	%	0.2%	1.9%
Special Detail	N	29	18
	%	2.5%	8.4%
Motorist Assist	N	11	7
	%	1.0%	3.3%
Warrant	N	2	0
	%	0.2%	0.0%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	535	59
	%	37.0%	36.2%
Speeding (Low)	N	220	23
	%	15.2%	14.1%
Other Traffic Violation	N	46	9
	%	3.2%	5.5%
Equipment Violation	N	51	10
	%	3.5%	6.1%
Registration Violation	N	2	0
	%	0.1%	0.0%
Calls for Service	N	8	1
	%	0.6%	0.6%
City Ordinance Violation	N	1	0
	%	0.1%	0.0%
Special Detail	N	26	1
	%	1.8%	0.6%
Motorist Assist	N	1	0
	%	0.1%	0.0%
Warrant	N	1	0
	%	0.1%	0.0%
APB	N	13	1
	%	0.9%	0.6%
Suspicious Person	N	6	0
	%	0.4%	0.0%
More Than One	N	535	59
	%	37.0%	36.2%

GLOCESTER

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	3,449					
Reason for the Stop:		%	N			
	Investigatory	0.7%	(25)			
	Motor Vehicle	98.9%	(3351)			
	Assist	0.4%	(12)			
Basis for the Stop:		%	N		%	N
	Speeding	81.8%	(2811)	Call for Service	0.5%	(17)
	Other Traffic Violations	8.5%	(291)	APB	0.0%	(1)
	Equipment Violations	7.8%	(269)	Suspicious Person	0.2%	(8)
	Registration Violation	0.7%	(23)	Motorist Assist	0.2%	(8)
	City or Town Ordinance	0.1%	(2)	Warrant	0.1%	(2)
	Special Detail	0.1%	(3)			
Outcome of the Stop:		%	N			
	Citation	62.8%	(2128)			
	Notice of Demand	2.9%	(98)			
	Warning	29.6%	(1005)			
	Arrest	3.1%	(104)			
	No Action	1.6%	(55)			
		%	N			
Stops with Search:		4.6%	(157)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	37.3%	(1250)			
	2nd Shift (4 p to 12 a)	40.7%	(1367)			
	3rd Shift (12 a to 8 a)	22.0%	(738)			
Date of Week:		%	N			
	Weekday	76.2%	(2603)			
	Weekend	23.8%	(811)			
Season:		%	N			
	Winter	21.1%	(726)			
	Spring	27.9%	(959)			
	Summer	26.7%	(918)			
	Fall	24.3%	(837)			
Driver Race:		%	N		%	N
	White	97.3%	(3348)	Asian	0.6%	(20)
	Black/African American	1.0%	(33)	Native American	0.0%	(1)
	Hispanic	1.1%	(39)	Other	0.0%	(1)
Driver Gender:		%	N			
	Male	64.5%	(2213)			
	Female	35.5%	(1217)			

GLOCESTER

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
East	N	4,016	157	4,173	East	N	2275	76	2351
	%	96.2%	3.8%	100.0%		%	96.8%	3.2%	100.0%
West	N	1,628	78	1,706	West	N	1041	17	1058
	%	95.4%	4.6%	100.0%		%	98.4%	1.6%	100.0%
Out of Town	N	1	0	1	Out of Town	N	1	0	1
	%	100.0%	0.0%	100.0%		%	100.0%	0.0%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	2,040	60	2,100	N	1221	28	1249
(8am - 4pm)	%	97.1%	2.9%	100.0%	%	97.8%	2.2%	100.0%
2nd Shift	N	2,259	109	2,368	N	1327	38	1365
(4pm – 12am)	%	95.4%	4.6%	100.0%	%	97.2%	2.8%	100.0%
3rd Shift	N	1,224	63	1,287	N	711	25	736
(12am – 8am)	%	95.1%	4.9%	100.0%	%	96.6%	3.4%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	1,245	55	1,300	N	701	23	724
(Dec – Feb)	%	95.8%	4.2%	100.0%	%	96.8%	3.2%	100.0%
Spring	N	1,525	68	1,593	N	941	17	958
(Mar – May)	%	95.7%	4.3%	100.0%	%	98.2%	1.8%	100.0%
Summer	N	1,397	61	1,458	N	882	36	918
(Jun – Aug)	%	95.8%	4.2%	100.0%	%	96.1%	3.9%	100.0%
Fall	N	1,508	53	1,561	N	815	18	833
(Sep – Nov)	%	96.6%	3.4%	100.0%	%	97.8%	2.2%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	East	N	1,582	43	1,625	East	N	869	26	895
		%	97.4%	2.6%	100.0%		%	97.1%	2.9%	100.0%
Shift 2 (4pm - 12am)		N	1,500	70	1,570		N	906	30	936
		%	95.5%	4.5%	100.0%		%	96.8%	3.2%	100.0%
Shift 3 (12am - 8am)		N	808	38	846		N	442	18	460
		%	95.5%	4.5%	100.0%		%	96.1%	3.9%	100.0%
Shift 1 (8am - 4pm)	West	N	451	17	468	West	N	338	2	340
		%	96.4%	3.6%	100.0%		%	99.4%	0.6%	100.0%
Shift 2 (4pm - 12am)		N	725	37	762		N	408	8	416
		%	95.1%	4.9%	100.0%		%	98.1%	1.9%	100.0%
Shift 3 (12am - 8am)		N	406	23	429		N	266	6	272
		%	94.6%	5.4%	100.0%		%	97.8%	2.2%	100.0%
Shift 1 (8am - 4pm)	Out of Town	N	0	0	0	Out of Town	N	0	0	0
		%	0.0%	0.0%	0.0%		%	0.0%	0.0%	0.05
Shift 2 (4pm - 12am)		N	0	0	0		N	0	0	0
		%	0.0%	0.0%	0.0%		%	0.0%	0.0%	0.0%
Shift 3 (12am - 8am)		N	1	0	1		N	1	0	1
		%	100.0%	0.0%	100.0%		%	100.0%	0.0	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	1924	N	1095
	%	32.8%	%	31.7%
Non-White Male over 30	N	115	N	46
	%	2.0%	%	1.4%
White Male under 31	N	1692	N	1028
	%	28.8%	%	30.2%
Non-White Male under 31	N	76	N	27
	%	1.3%	%	0.8%
White Female over 30	N	1161	N	683
	%	19.8%	%	20.1%
Non-White Female over 30	N	29	N	11
	%	0.5%	%	0.3%
White Female under 31	N	859	N	504
	%	14.6%	%	14.8%
Non-White Female under 31	N	15	N	10
	%	0.3%	%	0.3%
Total	N	5871	N	3404
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	77	10	N	23	1
	%	1.4%	4.2%	%	0.7%	1.1%
Motor Vehicle Violation	N	5,554	226	N	3250	91
	%	97.9%	94.6%	%	98.8%	97.8%
Assist	N	55	5	N	11	1
	%	1.0%	2.1%	%	0.3%	1.1%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	East	N	39	5	East	N	14	1
		%	88.6%	11.4%		%	93.3%	6.7%
Motor Vehicle Violation		N	3924	150		N	2216	73
		%	96.3%	3.7%		%	96.8%	3.2%
Assist		N	25	1		N	8	1
		%	96.2%	3.8%		%	88.9%	11.1%
Investigatory	West	N	27	3	West	N	9	0
		%	90.0%	10.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	1565	70		N	1002	17
		%	95.7%	4.3%		%	98.3%	1.7%
Assist		N	27	3		N	3	0
		%	90.0%	10.0%		%	100.0%	0.0%
Investigatory	Out of Town	N			Out of Town	N		
			0	0			0	0
		%	0.0%	0.0%		%	0.0%	0.0%
Motor Vehicle Violation		N	0	0		N	1	0
		%	0.0%	0.0%		%	100.0%	0.0%
Assist		N	1	0		N	0	0
		%	100.0%	0.0%		%	0.0%	0.0%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	4,267	178
	%	75.5%	75.4%
Speeding (Low)	N	690	27
	%	12.2%	11.4%
Other Traffic Violation	N	532	16
	%	9.3%	6.7%
Equipment Violation	N	246	9
	%	4.3%	3.8%
Registration Violation	N	44	8
	%	0.8%	3.4%
Calls for Service/APB	N	16	1
	%	0.3%	0.4%
City Ordinance Violation	N	5	0
	%	0.1%	0.0%
Special Detail	N	24	3
	%	0.4%	1.3%
Motorist Assist	N	56	8
	%	1.0%	3.4%
Warrant	N	2	0
	%	0.0%	0.0%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	2566	68
	%	77.4%	73.1%
Speeding (Low)	N	145	8
	%	4.4%	8.6%
Other Traffic Violation	N	252	4
	%	7.6%	4.3%
Equipment Violation	N	232	6
	%	7.0%	6.5%
Registration Violation	N	7	0
	%	0.2%	0.0%
Calls for Service	N	13	1
	%	0.4%	1.1%
City Ordinance Violation	N	2	0
	%	0.1%	0.0%
Special Detail	N	1	0
	%	0.0%	0.0%
Motorist Assist	N	7	1
	%	0.2%	1.1%
Warrant	N	0	0
	%	0.0%	0.0%
APB	N	0	0
	%	0.0%	0.0%
Suspicious Person	N	5	1
	%	0.2%	1.1%
More Than One	N	86	4
	%	2.6%	4.3%

HOPKINTON

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	3,419					
Reason for the Stop:		%	N			
	Investigatory	1.8%	(61)			
	Motor Vehicle	97.1%	(3238)			
	Assist	1.1%	(37)			
Basis for the Stop:		%	N		%	N
	Speeding	56.6%	(1921)	Call for Service	0.5%	(18)
	Other Traffic Violations	11.3%	(384)	APB	0.2%	(6)
	Equipment Violations	23.4%	(792)	Suspicious Person	1.1%	(36)
	Registration Violation	5.6%	(191)	Motorist Assist	1.0%	(33)
	City or Town Ordinance	0.1%	(2)	Warrant	0.2%	(8)
	Special Detail	0.0%	(0)			
Outcome of the Stop:		%	N			
	Citation	37.1%	(1248)			
	Notice of Demand	11.6%	(390)			
	Warning	43.7%	(1469)			
	Arrest	5.5%	(184)			
	No Action	2.2%	(73)			
Stops with Search:		%	N			
		7.6%	(251)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	39.2%	(1292)			
	2nd Shift (4 p to 12 a)	35.6%	(1174)			
	3rd Shift (12 a to 8 a)	25.2%	(832)			
Date of Week:		%	N			
	Weekday	74.1%	(2425)			
	Weekend	25.9%	(849)			
Season:		%	N			
	Winter	26.2%	(877)			
	Spring	27.4%	(916)			
	Summer	20.4%	(683)			
	Fall	25.9%	(865)			
Driver Race:		%	N		%	N
	White	91.6%	(3093)	Asian	0.8%	(28)
	Black/African American	4.3%	(146)	Native American	0.4%	(15)
	Hispanic	2.6%	(89)	Other	0.2%	(7)
Driver Gender:		%	N			
	Male	63.3%	(2122)			
	Female	36.7%	(1228)			

HOPKINTON

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
North	N	2,562	185	2,747	South	N	2005	197	2202
	%	93.3%	6.7%	100.0%		%	91.1%	8.9%	100.0%
South	N	1,475	99	1,574	North	N	979	81	1060
	%	93.7%	6.3%	100.0%		%	92.4%	7.6%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	929	56	985	N	1203	85	1288
(8am - 4pm)	%	94.3%	5.7%	100.0%	%	93.4%	6.6%	100.0%
2nd Shift	N	1,970	107	2,077	N	1081	90	1171
(4pm – 12am)	%	94.8%	5.2%	100.0%	%	92.3%	7.7%	100.0%
3rd Shift	N	1,047	98	1,145	N	715	100	815
(12am – 8am)	%	91.4%	8.6%	100.0%	%	87.7%	12.3%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	1,075	63	1,138	N	794	73	867
(Dec – Feb)	%	94.5%	5.5%	100.0%	%	91.6%	8.4%	100.0%
Spring	N	1,211	66	1,277	N	837	68	905
(Mar – May)	%	94.8%	5.2%	100.0%	%	92.5%	7.5%	100.0%
Summer	N	1,187	93	1,280	N	617	61	678
(Jun – Aug)	%	92.7%	7.3%	100.0%	%	91.0%	9.0%	100.0%
Fall	N	730	75	805	N	784	77	861
(Sep – Nov)	%	90.7%	9.3%	100.0%	%	91.1%	8.9%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	North	N	554	30	584	South	N	768	61	829
		%	94.9%	5.1%	100.0%		%	92.6%	7.4%	100.0%
Shift 2 (4pm - 12am)		N	1,177	69	1,246		N	716	65	781
		%	94.5%	5.5%	100.0%		%	91.7%	8.3%	100.0%
Shift 3 (12am - 8am)		N	658	61	719		N	467	65	532
		%	91.5%	8.5%	100.0%		%	87.8%	12.2%	100.0%
Shift 1 (8am - 4pm)	South	N	316	21	337	North	N	407	22	429
		%	93.8%	6.2%	100.0%		%	94.9%	5.1%	100.0%
Shift 2 (4pm - 12am)		N	708	31	739		N	324	23	347
		%	95.8%	4.2%	100.0%		%	93.4%	6.6%	100.0%
Shift 3 (12am - 8am)		N	347	34	381		N	212	32	244
		%	91.1%	8.9%	100.0%		%	86.9%	13.1%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	1,413	N	1019
	%	32.1%	%	31.0%
Non-White Male over 30	N	121	N	107
	%	2.8%	%	3.3%
White Male under 31	N	1,174	N	867
	%	26.7%	%	26.3%
Non-White Male under 31	N	101	N	88
	%	2.3%	%	2.7%
White Female over 30	N	769	N	606
	%	17.5%	%	18.4%
Non-White Female over 30	N	34	N	38
	%	0.8%	%	1.2%
White Female under 31	N	749	N	525
	%	17.0%	%	16.0%
Non-White Female under 31	N	35	N	41
	%	0.8%	%	1.2%
Total	N	4,396	N	3291
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop		2001-2003			2004-2005	
		White	**Non-White**		**White**	**Non-White**
Investigatory	N	127	12	N	54	7
	%	3.0%	4.1%	%	1.8%	2.5%
Motor Vehicle Violation	N	4001	266	N	2941	269
	%	96.1%	90.2%	%	97.3%	95.7%
Assist	N	37	17	N	28	5
	%	0.9%	5.8%	%	0.9%	1.8%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	North	N	69	7	South	N	34	3
		%	90.8%	9.2%		%	91.9%	8.1%
Motor Vehicle Violation		N	2,433	166		N	1918	186
		%	93.6%	6.4%		%	91.2%	8.8%
Assist		N	23	10		N	17	4
		%	67.0%	33.0%		%	81.0%	19.0%
Investigatory	South	N	51	3	North	N	19	4
		%	94.4%	5.6%		%	82.6%	17.4%
Motor Vehicle Violation		N	1,381	87		N	925	76
		%	94.1%	5.9%		%	92.4%	7.6%
Assist		N	14	6		N	11	1
		%	70.0%	30.0%		%	91.7%	8.3%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	2,604	197
	%	63.5%	69.4%
Speeding (Low)	N	95	5
	%	2.3%	1.8%
Other Traffic Violation	N	393	23
	%	9.3%	7.8%
Equipment Violation	N	952	41
	%	22.6%	13.9%
Registration Violation	N	46	2
	%	1.1%	0.7%
Calls for Service/APB	N	31	5
	%	0.7%	1.7%
City Ordinance Violation	N	18	3
	%	0.4%	1.0%
Special Detail	N	40	2
	%	1.0%	0.7%
Motorist Assist	N	45	18
	%	1.1%	6.1%
Warrant	N	2	0
	%	0.0%	0.0%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	1633	142
	%	53.7%	50.4%
Speeding (Low)	N	83	9
	%	2.7%	3.2%
Other Traffic Violation	N	289	46
	%	9.5%	16.3%
Equipment Violation	N	681	41
	%	22.4%	14.5%
Registration Violation	N	95	16
	%	3.1%	5.7%
Calls for Service	N	17	0
	%	0.6%	0.0%
City Ordinance Violation	N	2	0
	%	0.1%	0.0%
Special Detail	N	25	2
	%	0.8%	0.7%
Motorist Assist	N	4	0
	%	0.1%	0.0%
Warrant	N	3	1
	%	0.1%	0.4%
APB	N	3	1
	%	0.1%	0.4%
Suspicious Person	N	27	4
	%	0.9%	1.4%
More Than One	N	181	20
	%	5.9%	7.1%

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	1,294					
Reason for the Stop:		%	N			
	Investigatory	6.1%	(78)			
	Motor Vehicle	90.2%	(1156)			
	Assist	3.7%	(47)			
Basis for the Stop:		%	N		%	N
	Speeding	60.2%	(778)	Call for Service	2.0%	(26)
	Other Traffic Violations	18.3%	(237)	APB	0.7%	(9)
	Equipment Violations	10.5%	(136)	Suspicious Person	1.8%	(23)
	Registration Violation	2.5%	(32)	Motorist Assist	3.3%	(42)
	City or Town Ordinance	0.5%	(6)	Warrant	0.2%	(2)
	Special Detail	0.1%	(1)			
Outcome of the Stop:		%	N			
	Citation	37.0%	(478)			
	Notice of Demand	2.5%	(32)			
	Warning	49.7%	(641)			
	Arrest	4.6%	(60)			
	No Action	6.2%	(80)			
Stops with Search:		%	N			
		4.9%	(63)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	25.7%	(329)			
	2nd Shift (4 p to 12 a)	45.7%	(585)			
	3rd Shift (12 a to 8 a)	28.6%	(366)			
Date of Week:		%	N			
	Weekday	71.8%	(919)			
	Weekend	28.2%	(361)			
Season:		%	N			
	Winter	25.8%	(333)			
	Spring	33.7%	(435)			
	Summer	23.4%	(302)			
	Fall	17.0%	(219)			
Driver Race:		%	N		%	N
	White	91.3%	(1182)	Asian	1.2%	(16)
	Black/African American	5.2%	(67)	Native American	0.2%	(2)
	Hispanic	1.9%	(24)	Other	0.2%	(3)
Driver Gender:		%	N			
	Male	63.8%	(822)			
	Female	36.2%	(466)			

JAMESTOWN

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Route 138	N	177	27	204	Route 138	N	607	78	685
	%	86.8%	13.2%	100.0%		%	88.6%	11.4%	100.0%
South Shores	N	42	0	42	South Shores	N	68	2	70
	%	100.0%	0.0%	100.0%		%	97.1%	2.9%	100.0%
North Shores	N	11	0	11	North Shores	N	30	3	33
	%	100.0%	0.0%	100.0%		%	90.9%	9.1%	100.0%
East Passage Estates	N	2	0	2	East Passage Estates	N	1	0	1
	%	100.0%	0.0%	100.0%		%	100.0%	0.0%	100.0%
Eldred Ave. N.	N	97	1	98	Eldred Ave. N.	N	153	9	162
	%	99.0%	1.0%	100.0%		%	94.4%	5.6%	100.0%
Eld. Ave.- Mt. Hope	N	44	4	48	Eld. Ave.- Mt. Hope	N	30	1	31
	%	91.7%	8.3%	100.0%		%	96.8%	3.2%	100.0%
Town North	N	147	4	151	Town North	N	157	10	167
	%	97.4%	2.6%	100.0%		%	94.0%	6.0%	100.0%
Town South	N	117	5	122	Town South	N	93	6	99
	%	95.9%	4.1%	100.0%		%	93.9%	6.1%	100.0%
Highland Dr.	N	5	0	5	Highland Dr.	N	4	0	4
	%	100.0%	0.0%	100.0%		%	100.0%	0.0%	100.0%
Beavertail	N	5	1	6	Beavertail	N	18	0	18
	%	83.3%	16.7%	100.0%		%	100.0%	0.0%	100.0%
Fort Wetherill	N	1	0	1	Fort Wetherill	N	6	0	6
	%	100.0%	0.0%	100.0%		%	100.0%	0.0%	100.0%
Beavertil St. Park	N	1	2	3	Beavertil St. Park	N	1	0	1
	%	33.3%	66.7%	100.0%		%	100.0%	0.0%	100.0%
West Reach	N	0	1	1	Fort Getty Campground	N	1	0	1
	%	0.0%	100.0%	100.0%		%	100.0%	0.0%	100.0%
Off-Island	N	1	0	1					
	%	100.0%	0.0%	100.0%					

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	157	7	164	N	300	29	329
(8am - 4pm)	%	95.7%	4.3%	100.0%	%	91.2%	8.8%	100.0%
2nd Shift	N	377	28	405	N	542	43	585
(4pm – 12am)	%	93.1%	6.9%	100.0%	%	92.6%	7.4%	100.0%
3rd Shift	N	120	9	129	N	327	39	366
(12am – 8am)	%	93.0%	7.0%	100.0%	%	89.3%	10.7%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	Non-White	Total		White	Non-White	Total
Winter	N	203	12	215	N	300	33	333
(Dec – Feb)	%	94.4%	5.6%	100.0%	%	90.1%	8.9%	100.0%
Spring	N	178	14	192	N	396	39	435
(Mar – May)	%	92.7%	7.3%	100.0%	%	91.0%	9.0%	100.0%
Summer	N	183	18	201	N	282	20	302
(Jun – Aug)	%	91.0%	9.0%	100.0%	%	93.4%	6.6%	100.0%
Fall	N	118	3	121	N	200	19	219
(Sep – Nov)	%	97.5%	2.5%	100.0%	%	91.3%	8.7%	100.0%

4. Racial Differences in Stops by Shift for Each Location

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Shift 1 (8am - 4pm)	Route 138	N	19	2	Route 138	N	191	23
		%	90.5%	9.5%		%	89.3%	10.7%
Shift 2 (4pm - 12am)		N	91	16		N	225	27
		%	85.0%	15.0%		%	89.3%	10.7%
Shift 3 (12am - 8am)		N	62	7		N	181	27
		%	89.9%	10.1%		%	87.0%	13.0%
Shift 1 (8am - 4pm)	South Shores	N	1	0	South Shores	N	8	0
		%	100.0%	0.0%		%	100.0%	0.0%
Shift 2 (4pm - 12am)		N	40	0		N	50	2
		%	100.0%	0.0%		%	96.2%	3.8%
Shift 3 (12am - 8am)		N	1	0		N	9	0
		%	100.0%	0.0%		%	100.0%	0.0%
Shift 1 (8am - 4pm)	North Shores	N	4	0	North Shores	N	5	0
		%	100.0%	0.0%		%	100.0%	0.0%
Shift 2 (4pm - 12am)		N	6	0		N	19	2
		%	100.0%	0.0%		%	90.5%	9.5%
Shift 3 (12am - 8am)		N	1	0		N	6	1
		%	100.0%	0.0%		%	85.7%	14.3%
Shift 1 (8am - 4pm)	East Passage Estates	N	1	0	East Passage Estates	N	0	0
		%	100.0%	0.0%		%	0.0%	0.0%
Shift 2 (4pm - 12am)		N	1	0		N	0	0
		%	100.0%	0.0%		%	0.0%	0.0%
Shift 3 (12am - 8am)		N	0	0		N	1	0
		%	0.0%	0.0%		%	100.0%	0.0%
Shift 1 (8am - 4pm)	Eldred Ave. North	N	43	0	Eldred Ave. North	N	32	1
		%	100.0%	0.0%		%	97.0%	3.0%
Shift 2 (4pm - 12am)		N	40	1		N	82	7
		%	97.6%	2.4%		%	92.1%	7.9%
Shift 3 (12am - 8am)		N	12	0		N	39	1
		%	100.0%	0.0%		%	97.5%	2.5%
Shift 1 (8am - 4pm)	Eldred Ave. South	N	7	1	Eldred Ave. South	N	4	0
		%	87.5%	12.5%		%	100.0%	0.0%
Shift 2 (4pm - 12am)		N	34	3		N	15	1
		%	91.9%	8.1%		%	93.8%	6.3%
Shift 3 (12am - 8am)		N	3	0		N	10	0
		%	100.0%	0.0%		%	100.0%	0.0%
Shift 1 (8am - 4pm)	Town Area North	N	50	2	Town Area North	N	35	3
		%	96.2%	3.8%		%	92.1%	7.9%
Shift 2 (4pm - 12am)		N	55	2		N	70	2
		%	96.5%	3.5%		%	97.2%	2.8%
Shift 3 (12am - 8am)		N	27	0		N	51	5
		%	100.0%	0.0%		%	91.1%	8.9%

JAMESTOWN

Shift 1 (8am - 4pm)	Town Area South	N	19	1	Town Area South	N	14	1
		%	95.0%	5.0%		%	93.3%	6.7%
Shift 2 (4pm - 12am)		N	89	3		N	60	1
		%	96.7%	3.3%		%	98.4%	1.6%
Shift 3 (12am - 8am)		N	6	0		N	19	4
		%	100.0%	0.0%		%	82.6%	17.4%
Shift 1 (8am - 4pm)	Highland Drive Area	N	1	0	Highland Drive Area	N	0	0
		%	100.0%	0.0%		%	0.0%	0.0%
Shift 2 (4pm - 12am)		N	2	0		N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%
Shift 3 (12am - 8am)		N	1	0		N	3	0
		%	100.0%	0.0%		%	100.0%	0.0%
Shift 1 (8am - 4pm)	Beavertail	N	1	0	Beavertail	N	4	0
		%	100.0%	0.0%		%	100.0%	0.0%
Shift 2 (4pm - 12am)		N	3	1		N	3	0
		%	75.0%	25.0%		%	100.0%	0.0%
Shift 3 (12am - 8am)		N	1	0		N	11	0
		%	100.0%	0.0%		%	100.0%	0.0%
Shift 1 (8am - 4pm)	Fort Wetherill State Park	N	0	0	Fort Wetherill State Park	N	4	0
		%	0.0%	0.0%		%	100.0%	0.0%
Shift 2 (4pm - 12am)		N	0	0		N	0	0
		%	0.0%	0.0%		%	0.0%	0.0%
Shift 3 (12am - 8am)		N	1	0		N	6	0
		%	100.0%	0.0%		%	100.0%	0.0%
Shift 1 (8am - 4pm)	Beavertail State Park	N	0	0	Beavertail State Park	N	0	0
		%	0.0%	0.0%		%	0.0%	0.0%
Shift 2 (4pm - 12am)		N	0	0		N	0	0
		%	0.0%	0.0%		%	0.0%	0.0%
Shift 3 (12am - 8am)		N	0	2		N	0	0
		%	0.0%	100.0%		%	0.0%	0.0%
Shift 1 (8am - 4pm)	West Reach Estates	N	0	0	Fort Getty Campground	N	1	0
		%	0.0%	0.0%		%	100.0%	0.0%
Shift 2 (4pm - 12am)		N	0	1		N	0	0
		%	0.0%	100.0%		%	0.0%	0.0%
Shift 3 (12am - 8am)		N	0	0		N	1	0
		%	0.0%	0.0%		%	100.0%	0.0%
Shift 1 (8am - 4pm)	Off-Island	N	0	0				
		%	0.0%	0.0%				
Shift 2 (4pm - 12am)		N	0	0				
		%	0.0%	0.0%				
Shift 3 (12am - 8am)		N	1	0				
		%	100.0%	0.0%				

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	268	N	412
	%	37.3%	%	32.2%
Non-White Male over 30	N	18	N	45
	%	2.5%	%	3.5%
White Male under 31	N	152	N	327
	%	21.2%	%	25.5%
Non-White Male under 31	N	10	N	36
	%	1.4%	%	2.8%
White Female over 30	N	166	N	239
	%	23.1%	%	18.7%
Non-White Female over 30	N	13	N	8
	%	1.8%	%	0.6%
White Female under 31	N	88	N	193
	%	12.3%	%	15.1%
Non-White Female under 31	N	3	N	21
	%	0.4%	%	1.6%
Total	N	718	N	1281
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	64	4	N	70	8
	%	9.4%	8.7%	%	6.0%	7.2%
Motor Vehicle Violation	N	531	23	N	1055	98
	%	77.6%	50.0%	%	90.4%	88.3%
Assist	N	89	19	N	42	5
	%	13.0%	41.3%	%	3.6%	4.5%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Route 138	N	28	3	Route 138	N	26	6
		%	90.3%	9.7%		%	81.3%	18.8%
Motor Vehicle Violation		N	109	11		N	453	49
		%	90.8%	9.2%		%	90.2%	9.8%
Assist		N	39	13		N	7	0
		%	75.0%	25.0%		%	100.0%	0.0%
Investigatory	South Shores	N	1	0	South Shores	N	0	3
		%	100.0%	0.0%		%	0.0%	100.0%
Motor Vehicle Violation		N	2	0		N	33	2
		%	100.0%	0.0%		%	94.3%	5.7%
Assist		N	37	0		N	0	0
		%	100.0%	0.0%		%	0.0%	0.0%
Investigatory	North Shores	N	3	0	North Shores	N	6	1
		%	100.0%	0.0%		%	85.7%	14.3%
Motor Vehicle Violation		N	2	0		N	105	16
		%	100.0%	0.0%		%	86.8%	13.2%
Assist		N	7	0		N	5	1
		%	100.0%	0.0%		%	83.3%	16.7%
Investigatory	East Passage Estates	N	2	0	East Passage Estates	N	3	1
		%	100.0%	0.0%		%	75.0%	25.0%
Motor Vehicle Violation		N	0	0		N	19	2
		%	0.0%	0.0%		%	90.5%	9.5%
Assist		N	2	0		N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	Eldred Ave. North	N	0	0	Eldred Ave. North	N	2	1
		%	0.0%	0.0%		%	66.7%	33.3%
Motor Vehicle Violation		N	2	0		N	68	12
		%	100.0%	0.0%		%	85.0%	15.0%
Assist		N	91	1		N	2	0
		%	98.9%	1.1%		%	100.0%	0.0%
Investigatory	Eldred Ave. South	N	4	0	Eldred Ave. South	N	2	0
		%	100.0%	0.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	2	0		N	71	9
		%	100.0%	0.0%		%	88.8%	11.3%
Assist		N	35	3		N	4	1
		%	92.1%	7.9%		%	80.0%	20.0%
Investigatory	Town Area North	N	7	1	Town Area North	N	10	2
		%	87.5%	12.5%		%	83.3%	16.7%
Motor Vehicle Violation		N	9	0		N	144	28
		%	100.0%	0.0%		%	83.7%	16.3%
Assist		N	124	4		N	1	0
		%	96.9%	3.1%		%	100.0%	0.0%

JAMESTOWN

Investigatory	Town Area South	N	13	0	Town Area South	N	8	3
		%	100.0%	0.0%		%	72.7%	27.3%
Motor Vehicle Violation		N	12	0		N	103	20
		%	100.0%	0.0%		%	83.7%	16.3%
Assist		N	94	3		N	2	0
		%	96.9%	3.1%		%	100.0%	0.0%
Investigatory	Highland Drive Area	N	11	1	Highland Drive Area	N	1	0
		%	91.7%	8.3%		%	100.0%	0.0%
Motor Vehicle Violation		N	2	0		N	7	2
		%	100.0%	0.0%		%	77.8%	22.2%
Assist		N	3	0		N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	Beavertail	N	0	0	Beavertail	N	10	1
		%	0.0%	0.0%		%	90.9%	9.1%
Motor Vehicle Violation		N	2	1		N	123	24
		%	66.7%	33.3%		%	83.7%	16.3%
Assist		N	2	0		N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	Fort Wetherill State Park	N	0	0	Fort Wetherill State Park	N	7	0
		%	0.0%	0.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	1	0		N	320	100
		%	100.0%	0.0%		%	76.2%	23.8%
Assist		N	0	0		N	1	1
		%	0.0%	0.0%		%	50.0%	50.0%
Investigatory	Beavertail State Park	N	0	0	Beavertail State Park	N	22	6
		%	0.0%	0.0%		%	78.6%	21.4%
Motor Vehicle Violation		N	1	1		N	388	156
		%	50.0%	50.0%		%	71.3%	28.7%
Assist		N	0	1		N	4	1
		%	0.0%	100.0%		%	80.0%	20.0%
Investigatory	West Reach Estates	N	0	0	Fort Getty Campground	N	18	6
		%	0.0%	0.0%		%	75.0%	25.0%
Motor Vehicle Violation		N	0	0		N	240	116
		%	0.0%	0.0%		%	67.4%	32.6%
Assist		N	0	1		N	0	0
		%	0.0%	100.0%		%	0.0%	0.0%
Investigatory	Off-Island	N	1	0				
		%	100.0%	0.0%				
Motor Vehicle Violation		N	1	0				
		%	100.0%	0.0%				
Assist		N	0	0				
		%	0.0%	0.0%				

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	89	5
	%	13.3%	11.4%
Speeding (Low)	N	241	8
	%	36.1%	18.2%
Other Traffic Violation	N	159	6
	%	23.8%	13.6%
Equipment Violation	N	54	4
	%	8.1%	9.1%
Registration Violation	N	10	0
	%	1.5%	0.0%
Calls for Service/APB	N	13	1
	%	1.9%	2.3%
City Ordinance Violation	N	9	1
	%	1.3%	2.3%
Special Detail	N	4	0
	%	0.6%	0.0
Motorist Assist	N	88	19
	%	13.2%	43.2%
Warrant	N	0	0
	%	0.0%	0.0%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	564	68
	%	48.4%	61.3%
Speeding (Low)	N	122	8
	%	10.5%	7.2%
Other Traffic Violation	N	221	15
	%	19.0%	13.5%
Equipment Violation	N	128	4
	%	11.0%	3.6%
Registration Violation	N	26	2
	%	2.2%	1.8%
Calls for Service	N	23	3
	%	2.0%	2.7%
City Ordinance Violation	N	5	0
	%	0.4%	0.0%
Special Detail	N	1	0
	%	0.1%	0.0%
Motorist Assist	N	36	5
	%	3.1%	4.5%
Warrant	N	2	0
	%	0.2%	0.0%
APB	N	8	1
	%	0.7%	0.9%
Suspicious Person	N	21	2
	%	1.8%	1.8%
More Than One	N	8	3
	%	0.7%	2.7%

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	9,753					
Reason for the Stop:		%	N			
	Investigatory	1.8%	(178)			
	Motor Vehicle	97.0%	(9353)			
	Assist	1.2%	(111)			
Basis for the Stop:		%	N		%	N
	Speeding	15.3%	(1491)	Call for Service	0.3%	(28)
	Other Traffic Violations	10.1%	(982)	APB	0.1%	(12)
	Equipment Violations	11.9%	(1158)	Suspicious Person	1.0%	(100)
	Registration Violation	1.2%	(119)	Motorist Assist	1.1%	(111)
	City or Town Ordinance	0.2%	(18)	Warrant	0.1%	(8)
	Special Detail	58.6%	(5695)			
Outcome of the Stop:		%	N			
	Citation	78.6%	(7530)			
	Notice of Demand	0.4%	(36)			
	Warning	15.8%	(1511)			
	Arrest	3.0%	(284)			
	No Action	2.3%	(221)			
		%	N			
Stops with Search:		4.2%	(396)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	65.5%	(6094)			
	2nd Shift (4 p to 12 a)	29.4%	(2731)			
	3rd Shift (12 a to 8 a)	5.1%	(479)			
Date of Week:		%	N			
	Weekday	81.3%	(7738)			
	Weekend	18.7%	(1781)			
Season:		%	N			
	Winter	20.2%	(1948)			
	Spring	26.1%	(2507)			
	Summer	29.8%	(2870)			
	Fall	23.9%	(2297)			
Driver Race:		%	N		%	N
	White	82.1%	(7948)	Asian	2.1%	(205)
	Black/African American	5.3%	(515)	Native American	0.0%	(1)
	Hispanic	10.3%	(1002)	Other	0.2%	(15)
Driver Gender:		%	N			
	Male	62.0%	(5985)			
	Female	38.0%	(3671)			

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. **Location by Race**

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Southeast	N	1,358	529	1,887	Southeast	N	1401	610	2011
	%	72.0%	28.0%	100.0%		%	69.7%	30.3%	100.0%
East	N	1,367	312	1,679	East	N	1426	445	1871
	%	81.4%	18.6%	100.0%		%	76.2%	23.8%	100.0%
Southwest	N	2,249	202	2,451	Southwest	N	1043	170	1213
	%	91.8%	8.2%	100.0%		%	86.0%	14.0%	100.0%
West	N	2,898	261	3,159	West	N	1856	255	2111
	%	91.7%	8.3%	100.0%		%	87.9%	12.1%	100.0%
Northwest	N	1,969	131	2,100	Northwest	N	1520	145	1665
	%	93.8%	6.2%	100.0%		%	91.3%	8.7%	100.0%
Northeast	N	412	47	459	Northeast	N	432	52	484
	%	89.8%	10.2%	100.0%		%	89.3%	10.7%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	5,665	766	6,431	N	5054	1007	6061
(8am - 4pm)	%	88.1%	11.9%	100.0%	%	83.4%	16.6%	100.0%
2nd Shift	N	4,645	686	5,331	N	2192	530	2722
(4pm – 12am)	%	87.1%	12.9%	100.0%	%	80.5%	19.5%	100.0%
3rd Shift	N	247	55	302	N	350	128	478
(12am – 8am)	%	81.8%	18.2%	100.0%	%	73.2%	26.8%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	1,245	219	1,464	N	1543	398	1941
(Dec – Feb)	%	85.0%	15.0%	100.0%	%	79.5%	20.5%	100.0%
Spring	N	3,368	506	3,874	N	1995	503	2498
(Mar – May)	%	86.9%	13.1%	100.0%	%	79.9%	20.1%	100.0%
Summer	N	2,674	349	3,023	N	2411	443	2854
(Jun – Aug)	%	88.5%	11.5%	100.0%	%	84.5%	15.5%	100.0%
Fall	N	3,650	489	4,139	N	1907	373	2280
(Sep – Nov)	%	88.2%	11.8%	100.0%	%	83.6%	16.4%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Southeast	N	731	278	1,009	Southeast	N	987	386	1373
		%	72.4%	27.6%	100.0%		%	71.9%	28.1%	100.0%
Shift 2 (4pm - 12am)		N	484	201	685		N	305	170	475
		%	70.7%	29.3%	100.0%		%	64.2%	35.8%	100.0%
Shift 3 (12am - 8am)		N	59	18	77		N	60	35	95
		%	76.6%	23.4%	100.0%		%	63.2%	36.8%	100.0%
Shift 1 (8am - 4pm)	East	N	612	128	740	East	N	733	222	955
		%	82.7%	17.3%	100.0%		%	76.8%	23.2%	100.0%
Shift 2 (4pm - 12am)		N	644	151	795		N	505	158	663
		%	81.0%	19.0%	100.0%		%	76.2%	23.8%	100.0%
Shift 3 (12am - 8am)		N	55	16	71		N	111	39	150
		%	77.5%	22.5%	100.0%		%	74.0%	26.0%	100.0%
Shift 1 (8am - 4pm)	Southwest	N	1,215	91	1,306	Southwest	N	639	100	739
		%	93.0%	7.0%	100.0%		%	86.5%	13.5%	100.0%
Shift 2 (4pm - 12am)		N	873	88	961		N	308	52	360
		%	90.8%	9.2%	100.0%		%	85.6%	14.4%	1005
Shift 3 (12am - 8am)		N	60	10	70		N	51	13	64
		%	85.7%	14.3%	100.0%		%	79.7%	20.3%	100.0%
Shift 1 (8am - 4pm)	West	N	1,609	145	1,754	West	N	1220	150	1370
		%	91.7%	8.3%	100.0%		%	89.1%	10.9%	100.0%
Shift 2 (4pm - 12am)		N	1,185	105	1,290		N	533	79	612
		%	91.9%	8.1%	100.0%		%	87.1%	12.9%	100.0%
Shift 3 (12am - 8am)		N	14	3	17		N	37	17	54
		%	82.4%	17.6%	100.0%		%	68.5%	31.5%	100.0%
Shift 1 (8am - 4pm)	Northwest	N	1,005	64	1,069	Northwest	N	1068	88	1156
		%	94.0%	6.0%	100.0%		%	92.4%	7.6%	100.0%
Shift 2 (4pm - 12am)		N	843	61	904		N	330	40	370
		%	93.3%	6.7%	100.0%		%	89.2%	10.8%	100.0%
Shift 3 (12am - 8am)		N	32	4	36		N	63	11	74
		%	88.9%	11.1%	100.0%		%	85.1%	14.9%	100.0%
Shift 1 (8am - 4pm)	Northeast	N	185	16	201	Northeast	N	251	24	275
		%	92.0%	8.0%	100.0%		%	91.3%	8.7%	100.0%
Shift 2 (4pm - 12am)		N	197	30	227		N	145	18	163
		%	86.8%	13.2%	100.0%		%	89.0%	11.0%	100.0%
Shift 3 (12am - 8am)		N	10	0	10		N	18	7	25
		%	100.0%	0.0%	100.0%		%	72.0%	28.0%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	4298	N	2899
	%	35.4%	%	30.7%
Non-White Male over 30	N	726	N	662
	%	6.0%	%	7.0%
White Male under 31	N	1936	N	1757
	%	16.0%	%	18.6%
Non-White Male under 31	N	431	N	542
	%	3.6%	%	5.7%
White Female over 30	N	3248	N	2013
	%	26.8%	%	21.3%
Non-White Female over 30	N	229	N	257
	%	1.9%	%	2.7%
White Female under 31	N	1127	N	1099
	%	9.3%	%	11.6%
Non-White Female under 31	N	134	N	226
	%	1.1%	%	2.4%
Total	N	12129	N	9455
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	228	42	N	137	40
	%	2.1%	2.7%	%	1.7%	2.3%
Motor Vehicle Violation	N	10,627	1,498	N	7629	1665
	%	97.7%	97.0%	%	97.0%	96.5%
Assist	N	55	12	N	93	18
	%	0.5%	0.8%	%	1.2%	1.0%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Southeast	N	37	14	Southeast	N	23	9
		%	72.5%	27.5%		%	71.9%	28.1%
Motor Vehicle Violation		N	1283	500		N	1340	595
		%	72.0%	28.0%		%	69.3%	30.7%
Assist		N	7	1		N	24	4
		%	87.5%	12.5%		%	85.7%	14.3%
Investigatory	East	N	37	11	East	N	40	12
		%	77.1%	22.9%		%	76.9%	23.1%
Motor Vehicle Violation		N	1301	292		N	1358	421
		%	81.7%	18.3%		%	76.3%	23.7%
Assist		N	6	2		N	14	5
		%	75.0%	25.0%		%	73.7%	26.3%
Investigatory	Southwest	N	29	4	Southwest	N	16	3
		%	87.9%	12.1%		%	84.2%	15.8%
Motor Vehicle Violation		N	2166	184		N	1003	162
		%	92.2%	7.8%		%	86.1%	13.9%
Assist		N	7	1		N	16	4
		%	87.5%	12.5%		%	80.0%	20.0%
Investigatory	West	N	24	3	West	N	21	5
		%	88.9%	11.1%		%	80.8%	19.2%
Motor Vehicle Violation		N	2816	246		N	1796	246
		%	92.0%	8.0%		%	88.0%	12.0%
Assist		N	11	3		N	16	2
		%	78.6%	21.4%		%	88.9%	11.1%
Investigatory	Northwest	N	29	1	Northwest	N	24	5
		%	96.7%	3.3%		%	82.8%	17.2%
Motor Vehicle Violation		N	1907	125		N	1470	137
		%	93.8%	6.2%		%	91.5%	8.5%
Assist		N	9	2		N	14	3
		%	81.8%	18.2%		%	82.4%	17.6%
Investigatory	Northeast	N	25	1	Northeast	N	11	4
		%	96.2%	3.8%		%	73.3%	26.7%
Motor Vehicle Violation		N	372	45		N	414	48
		%	89.2%	10.8%		%	89.6%	10.4%
Assist		N	5	0		N	4	0
		%	100.0%	0.0%		%	100.0%	0.0%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	3,983	389
	%	36.3%	24.0%
Speeding (Low)	N	3,316	308
	%	30.2%	19.0%
Other Traffic Violation	N	1,888	392
	%	17.2%	24.1%
Equipment Violation	N	984	372
	%	9.0%	22.9%
Registration Violation	N	186	86
	%	1.7%	5.3%
Calls for Service/APB	N	52	14
	%	0.5%	0.9%
City Ordinance Violation	N	51	7
	%	0.5%	0.4%
Special Detail	N	439	39
	%	4.0%	2.4%
Motorist Assist	N	64	13
	%	0.6%	0.8%
Warrant	N	10	6
	%	0.1%	0.4%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	464	76
	%	5.9%	4.4%
Speeding (Low)	N	824	93
	%	10.4%	5.4%
Other Traffic Violation	N	761	182
	%	9.6%	10.5%
Equipment Violation	N	762	357
	%	9.6%	20.6%
Registration Violation	N	60	28
	%	0.8%	1.6%
Calls for Service	N	21	5
	%	0.3%	0.3%
City Ordinance Violation	N	9	2
	%	0.1%	0.1%
Special Detail	N	240	43
	%	3.0%	2.5%
Motorist Assist	N	89	17
	%	1.1%	1.0%
Warrant	N	4	0
	%	0.1%	0.0%
APB	N	5	3
	%	0.1%	0.2%
Suspicious Person	N	77	15
	%	1.0%	0.9%
More Than One	N	4599	908
	%	58.1%	52.5%

LINCOLN

General Information on Traffic Stops in 2004-2005

Total Number of Stops: 2,284						
Reason for the Stop:		%	N			
	Investigatory	14.8%	(331)			
	Motor Vehicle	83.0%	(1855)			
	Assist	2.1%	(48)			
Basis for the Stop:		%	N		%	N
	Speeding	26.5%	(601)	Call for Service	4.8%	(104)
	Other Traffic Violations	31.3%	(710)	APB	0.2%	(4)
	Equipment Violations	24.1%	(546)	Suspicious Person	3.3%	(74)
	Registration Violation	5.8%	(132)	Motorist Assist	1.8%	(41)
	City or Town Ordinance	1.3%	(30)	Warrant	0.0%	(0)
	Special Detail	1.1%	(24)			
Outcome of the Stop:		%	N			
	Citation	29.1%	(654)			
	Notice of Demand	4.9%	(109)			
	Warning	51.4%	(1155)			
	Arrest	4.8%	(108)			
	No Action	9.8%	(219)			
		%	N			
Stops with Search:		5.3%	(119)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	15.5%	(343)			
	2nd Shift (4 p to 12 a)	54.5%	(1202)			
	3rd Shift (12 a to 8 a)	30.0%	(662)			
Date of Week:		%	N			
	Weekday	74.5%	(1659)			
	Weekend	25.5%	(569)			
Season:		%	N			
	Winter	28.5%	(641)			
	Spring	24.1%	(542)			
	Summer	22.2%	(499)			
	Fall	25.3%	(570)			
Driver Race:		%	N		%	N
	White	79.6%	(1798)	Asian	1.8%	(40)
	Black/African American	6.4%	(145)	Native American	0.0%	(1)
	Hispanic	11.8%	(266)	Other	0.4%	(10)
Driver Gender:		%	N			
	Male	70.3%	(1588)			
	Female	29.7%	(670)			

LINCOLN

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003				2004-2005		
Location		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
District 1	N	2,100	367	2,467	N	439	65	504
	%	85.1%	14.9%	100.0%	%	87.1%	12.9%	100.0%
District 2	N	2,188	993	3,181	N	631	224	855
	%	68.8%	31.2%	100.0%	%	73.8%	26.2%	100.0%
District 3	N	743	178	921	N	306	68	374
	%	80.7%	19.3%	100.0%	%	81.8%	18.2%	100.0%
District 4	N	782	190	972	N	337	87	424
	%	80.5%	19.5%	100.0%	%	79.5%	20.5%	100.0%
District 5	N	76	38	114	N	25	8	33
	%	66.7%	33.3%	100.0%	%	75.8%	24.2%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	923	294	1,217	N	265	73	338
(8am - 4pm)	%	75.8%	24.2%	100.0%	%	78.4%	21.6%	100.0%
2nd Shift	N	2,934	930	3,864	N	988	202	1190
(4pm – 12am)	%	75.9%	24.1%	100.0%	%	83.0%	17.0%	100.0%
3rd Shift	N	1,970	532	2,502	N	489	170	659
(12am – 8am)	%	78.7%	21.3%	100.0%	%	74.2%	25.8%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	1,681	452	2,133	N	507	126	633
(Dec – Feb)	%	78.8%	21.2%	100.0%	%	80.1%	19.9%	100.0%
Spring	N	1,815	544	2,359	N	433	106	539
(Mar – May)	%	76.9%	23.1%	100.0%	%	80.3%	19.7%	100.0%
Summer	N	1,244	423	1,667	N	378	116	494
(Jun – Aug)	%	74.6%	25.4%	100.0%	%	76.5%	23.5%	100.0%
Fall	N	1,300	405	1,705	N	459	108	567
(Sep – Nov)	%	76.2%	23.8%	100.0%	%	81.0%	19.0%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003				2004-2005			
Location	**Shift**		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
District 1	**Shift 1** (8am - 4pm)	N	324	54	378	N	56	11	67
		%	85.7%	14.3%	100.0%	%	83.6%	16.4%	100.0%
	Shift 2 (4pm - 12am)	N	1041	193	1234	N	228	31	259
		%	84.4%	15.6%	100.0%	%	88.0%	12.0%	100.0%
	Shift 3 (12am - 8am)	N	608	100	708	N	139	19	158
		%	85.9%	14.1%	100.0%	%	88.0%	12.0%	100.0%
District 2	**Shift 1** (8am - 4pm)	N	312	171	483	N	103	37	140
		%	64.6%	35.4%	100.0%	%	73.6%	26.4%	100.0%
	Shift 2 (4pm - 12am)	N	1079	510	1589	N	348	95	443
		%	67.9%	32.1%	100.0%	%	78.6%	21.4%	100.0%
	Shift 3 (12am - 8am)	N	686	257	943	N	164	82	246
		%	72.7%	27.3%	100.0%	%	66.7%	33.3%	100.0%
District 3	**Shift 1** (8am - 4pm)	N	110	27	137	N	21	8	29
		%	80.3%	19.7%	100.0%	%	72.4%	27.6%	100.0%
	Shift 2 (4pm - 12am)	N	336	75	411	N	183	31	214
		%	81.8%	18.2%	100.0%	%	85.5%	14.5%	100.0%
	Shift 3 (12am - 8am)	N	274	64	338	N	96	27	123
		%	81.1%	18.9%	100.0%	%	78.0%	22.0%	100.0%
District 4	**Shift 1** (8am - 4pm)	N	128	25	153	N	70	14	84
		%	83.7%	16.3%	100.0%	%	83.3%	16.7%	100.0%
	Shift 2 (4pm - 12am)	N	334	87	421	N	183	33	216
		%	79.3%	20.7%	100.0%	%	84.7%	15.3%	100.0%
	Shift 3 (12am - 8am)	N	288	71	359	N	74	40	114
		%	80.2%	19.8%	100.0%	%	64.9%	35.1%	100.0%
District 5	**Shift 1** (8am - 4pm)	N	3	1	4	N	6	2	8
		%	75.0%	25.0%	100.0%	%	75.0%	25.0%	100.0%
	Shift 2 (4pm - 12am)	N	60	36	96	N	12	5	17
		%	62.5%	37.5%	100.0%	%	70.6%	29.4%	100.0%
	Shift 3 (12am - 8am)	N	11	1	12	N	6	1	7
		%	91.7%	8.3%	100.0%	%	85.7%	14.3%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	2150	N	556
	%	28.0%	%	25.1%
Non-White Male over 30	N	747	N	173
	%	9.7%	%	7.8%
White Male under 31	N	2264	N	649
	%	29.4%	%	29.3%
Non-White Male under 31	N	717	N	180
	%	9.3%	%	8.1%
White Female over 30	N	808	N	327
	%	10.5%	%	14.7%
Non-White Female over 30	N	186	N	67
	%	2.4%	%	3.0%
White Female under 31	N	690	N	231
	%	9.0%	%	10.4%
Non-White Female under 31	N	128	N	34
	%	1.7%	%	1.5%
Total	N	7690	N	2217
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	992	320	N	276	55
	%	16.4%	17.5%	%	15.7%	12.2%
Motor Vehicle Violation	N	5005	1487	N	1451	385
	%	82.9%	81.2%	%	82.3%	85.2%
Assist	N	41	25	N	35	12
	%	0.7%	1.4%	%	2.0%	2.7%

7. Location by Reason for Stop by Race

Location			2001-2003			2004-2005	
	Reason for Stop		**White**	**Non-White**		**White**	**Non-White**
District 1	Investigatory	N	375	64	N	213	36
		%	85.4%	14.6%	%	85.5%	14.5%
	Motor Vehicle Violation	N	1658	283	N	275	48
		%	85.4%	14.6%	%	85.1%	14.9%
	Assist	N	24	9	N	554	134
		%	72.7%	27.3%	%	80.5%	19.5%
District 2	Investigatory	N	416	176	N	385	138
		%	70.3%	29.7%	%	73.6%	26.4%
	Motor Vehicle Violation	N	1726	787	N	66	35
		%	68.7%	31.3%	%	65.3%	34.7%
	Assist	N	8	8	N	93	15
		%	50.0%	50.0%	%	86.1%	13.9%
District 3	Investigatory	N	88	32	N	27	1
		%	73.3%	26.7%	%	96.4%	3.6%
	Motor Vehicle Violation	N	633	140	N	19	5
		%	81.9%	18.1%	%	79.2%	20.8%
	Assist	N	4	3	N	18	8
		%	57.1%	42.9%	%	69.2%	30.8%
District 4	Investigatory	N	76	25	N	4	0
		%	75.2%	24.8%	%	100.0%	0.0%
	Motor Vehicle Violation	N	690	158	N	53	17
		%	81.4%	18.6%	%	75.7%	24.3%
	Assist	N	3	1	N	59	21
		%	75.0%	25.0%	%	73.8%	26.3%
District 5	Investigatory	N	1	2	N	213	36
		%	33.3%	66.7%	%	85.5%	14.5%
	Motor Vehicle Violation	N	71	31	N	275	48
		%	69.6%	30.4%	%	85.1%	14.9%
	Assist	N	0	1	N	554	134
		%	0.0%	100.0%	%	80.5%	19.5%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	921	200
	%	15.7%	10.7%
Speeding (Low)	N	604	144
	%	10.3%	7.7%
Other Traffic Violation	N	1,741	504
	%	28.8%	27.5%
Equipment Violation	N	1,956	702
	%	32.3%	38.2%
Registration Violation	N	324	134
	%	5.4%	7.3%
Calls for Service/APB	N	33	16
	%	0.5%	0.9%
City Ordinance Violation	N	146	61
	%	2.4%	3.3%
Special Detail	N	196	66
	%	3.2%	3.6%
Motorist Assist	N	78	35
	%	1.3%	1.9%
Warrant	N	6	2
	%	0.1%	0.1%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	213	36
	%	6.0%	3.9%
Speeding (Low)	N	275	48
	%	7.8%	5.2%
Other Traffic Violation	N	554	134
	%	15.7%	14.6%
Equipment Violation	N	385	138
	%	10.9%	15.1%
Registration Violation	N	66	35
	%	1.9%	3.8%
Calls for Service	N	93	15
	%	2.6%	1.6%
City Ordinance Violation	N	27	1
	%	0.8%	0.1%
Special Detail	N	19	5
	%	0.5%	0.5%
Motorist Assist	N	18	8
	%	0.5%	0.9%
Warrant	N	4	0
	%	0.1%	0.0%
APB	N	53	17
	%	1.5%	1.9%
Suspicious Person	N	59	21
	%	1.7%	2.3%
More Than One	N	1766	458
	%	50.0%	50.0%

LITTLE COMPTON

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	1,847					
Reason for the Stop:		%	N			
	Investigatory	1.1%	(21)			
	Motor Vehicle	98.3%	(1810)			
	Assist	0.6%	(11)			
Basis for the Stop:		%	N		%	N
	Speeding	58.6%	(1078)	Call for Service	0.2%	(3)
	Other Traffic Violations	14.7%	(270)	APB	0.1%	(2)
	Equipment Violations	21.4%	(393)	Suspicious Person	0.7%	(12)
	Registration Violation	3.7%	(68)	Motorist Assist	0.6%	(11)
	City or Town Ordinance	0.0%	(0)	Warrant	0.1%	(2)
	Special Detail	0.1%	(1)			
Outcome of the Stop:		%	N			
	Citation	8.0%	(147)			
	Notice of Demand	0.7%	(13)			
	Warning	86.8%	(1601)			
	Arrest	3.0%	(56)			
	No Action	1.5%	(28)			
		%	N			
Stops with Search:		4.8%	(88)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	11.5%	(210)			
	2nd Shift (4 p to 12 a)	28.8%	(525)			
	3rd Shift (12 a to 8 a)	58.7%	(1088)			
Date of Week:		%	N			
	Weekday	70.7%	(1302)			
	Weekend	29.2%	(540)			
Season:		%	N			
	Winter	12.2%	(226)			
	Spring	29.2%	(539)			
	Summer	37.5%	(692)			
	Fall	21.0%	(388)			
Driver Race:		%	N		%	N
	White	96.9%	(1788)	Asian	0.5%	(9)
	Black/African American	0.7%	(13)	Native American	0.0%	(0)
	Hispanic	1.7%	(32)	Other	0.2%	(3)
Driver Gender:		%	N			
	Male	67.8%	(1246)			
	Female	32.0%	(591)			

LITTLE COMPTON

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Northwest	N	1,298	60	1,358	District 1	N	630	25	655
	%	95.6%	4.4%	100.0%		%	96.2%	3.8%	100.0%
Southwest	N	63	1	64	District 2	N	46	9	55
	%	98.4%	1.6%	100.0%		%	83.6%	16.4%	100.0%
North Central	N	428	5	433	District 3	N	230	7	237
	%	98.8%	1.2%	100.0%		%	97.0%	3.0%	100.0%
Northeast	N	1,495	38	1,533	District 4	N	748	14	762
	%	97.5%	2.5%	100.0%		%	98.2%	1.8%	100.0%
Central	N	233	6	239	District 5	N	106	1	107
	%	97.5%	2.5%	100.0%		%	99.1%	0.9%	100.0%
South	N	138	6	144	District 6	N	22	1	23
	%	95.8%	4.2%	100.0%		%	95.7%	4.3%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	1,091	34	1,125	N	512	12	524
(8am - 4pm)	%	97.0%	3.0%	100.0%	%	97.7%	2.3%	100.0%
2nd Shift	N	2,057	63	2,120	N	1053	34	1087
(4pm – 12am)	%	97.0%	3.0%	100.0%	%	96.9%	3.1%	100.0%
3rd Shift	N	483	19	502	N	199	11	210
(12am – 8am)	%	96.2%	3.8%	100.0%	%	94.8%	5.2%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	675	16	691	N	221	4	225
(Dec – Feb)	%	97.7%	2.3%	100.0%	%	98.2%	1.8%	100.0%
Spring	N	831	27	858	N	516	23	539
(Mar – May)	%	96.9%	3.1%	100.0%	%	95.7%	4.3%	100.0%
Summer	N	1,141	38	1,179	N	672	19	691
(Jun – Aug)	%	96.8%	3.2%	100.0%	%	97.3%	2.7%	100.0%
Fall	N	1,022	34	1,056	N	377	11	388
(Sep – Nov)	%	96.8%	3.2%	100.0%	%	97.2%	2.8%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Northwest	N	401	17	418	District 1	N	165	5	170
		%	95.9%	4.1%	100.0%		%	97.1%	2.9%	100.0%
Shift 2 (4pm - 12am)		N	691	32	723		N	360	14	374
		%	95.6%	4.4%	100.0%		%	96.3%	3.7%	100.0%
Shift 3 (12am - 8am)		N	183	10	193		N	95	6	101
		%	94.8%	5.2%	100.0%		%	94.1%	5.9%	100.0%
Shift 1 (8am - 4pm)	Southwest	N	14	0	14	District 2	N	14	3	17
		%	100.0%	0.0%	100.0%		%	82.4%	17.6%	100.0%
Shift 2 (4pm - 12am)		N	44	1	45		N	24	5	29
		%	97.8%	2.2%	100.0%		%	82.8%	17.2%	100.0%
Shift 3 (12am - 8am)		N	5	0	5		N	8	1	9
		%	100.0%	0.0%	100.0%		%	88.9%	11.1%	100.0%
Shift 1 (8am - 4pm)	North Central Northwest	N	131	1	132	District 3	N	112	2	114
		%	99.2%	0.8%	100.0%		%	98.2%	1.8%	100.0%
Shift 2 (4pm - 12am)		N	233	3	236		N	94	3	97
		%	98.7%	1.3%	100.0%		%	96.9%	3.1%	100.0%
Shift 3 (12am - 8am)		N	50	1	51		N	17	2	19
		%	98.0%	2.0%	100.0%		%	89.5%	10.5%	100.0%
Shift 1 (8am - 4pm)	Northeast	N	420	12	432	District 4	N	182	2	184
		%	97.2%	2.8%	100.0%		%	98.9%	1.1%	100.0%
Shift 2 (4pm - 12am)		N	860	20	880		N	488	11	499
		%	97.7%	2.3%	100.0%		%	97.8%	2.2%	100.0%
Shift 3 (12am - 8am)		N	199	6	205		N	72	1	73
		%	97.1%	2.9%	100.0%		%	98.6%	1.4%	100.0%
Shift 1 (8am - 4pm)	Central	N	79	3	82	District 5	N	32	0	32
		%	96.3%	3.7%	100.0%		%	100.0%	0.0%	100.0%
Shift 2 (4pm - 12am)		N	120	2	122		N	69	1	70
		%	98.4%	1.6%	100.0%		%	98.6%	1.4%	100.0%
Shift 3 (12am - 8am)		N	25	1	26		N	5	0	5
		%	96.2%	3.8%	100.0%		%	100.0%	0.0%	100.0%
Shift 1 (8am - 4pm)	South	N	38	1	39	District 6	N	6	0	6
		%	97.4%	2.6%	100.0%		%	100.0%	0.0%	100.0%
Shift 2 (4pm - 12am)		N	84	5	89		N	14	0	14
		%	94.4%	5.6%	100.0%		%	100.0%	0.0%	100.0%
Shift 3 (12am - 8am)		N	15	0	15		N	2	1	3
		%	100.0%	0.0%	100.0%		%	66.7%	33.3%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	1442	N	626
	%	38.1%	%	34.2%
Non-White Male over 30	N	53	N	24
	%	1.4%	%	1.3%
White Male under 31	N	1161	N	571
	%	30.6%	%	31.2%
Non-White Male under 31	N	43	N	23
	%	1.1%	%	1.3%
White Female over 30	N	670	N	308
	%	17.7%	%	16.8%
Non-White Female over 30	N	14	N	3
	%	0.4%	%	0.2%
White Female under 31	N	401	N	269
	%	10.6%	%	14.7%
Non-White Female under 31	N	5	N	7
	%	0.1%	%	0.4%
Total	N	3789	N	1831
	%	100.0%	%	100%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	157	4	N	20	1
	%	4.2%	3.4%	%	1.1%	1.8%
Motor Vehicle Violation	N	3475	112	N	1754	54
	%	94.0%	96.6%	%	98.3%	96.4%
Assist	N	65	0	N	10	1
	%	1.8%	0.0%	%	0.6%	1.8%

7. Location by Reason for Stop by Race

	Location		2001-2003		Location		2004-2005	
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Northwest	N	31	0	District 1	N	7	0
		%	100.0%	0.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	1250	59		N	618	23
		%	95.5%	4.5%		%	96.4%	3.6%
Assist		N	15	0		N	3	1
		%	100.0%	0.0%		%	75.0%	25.0%
Investigatory	Southwest	N	10	0	District 2	N	0	1
		%	100.0%	0.0%		%	0.0%	100.0%
Motor Vehicle Violation		N	52	1		N	45	8
		%	98.1%	1.9%		%	84.9%	15.1%
Assist		N	1	0		N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	North Central Northwest	N			District 3	N		
			15	0			2	0
		%	100.0%	0.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	400	5		N	225	7
		%	98.8%	1.2%		%	97.0%	3.0%
Assist		N	13	0		N	2	0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	Northeast	N	43	1	District 4	N	6	0
		%	97.7%	2.3%		%	100.0%	0.0%
Motor Vehicle Violation		N	1433	37		N	738	14
		%	97.5%	2.5%		%	98.1%	1.9%
Assist		N	17	0		N	3	0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	Central	N	26	1	District 5	N	2	0
		%	96.3%	3.7%		%	100.0%	0.0%
Motor Vehicle Violation		N	202	5		N	103	1
		%	97.6%	2.4%		%	99.0%	1.0%
Assist		N	5	0		N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	South	N	26	2	District 6	N	3	0
		%	92.9%	7.1%		%	100.0%	0.0%
Motor Vehicle Violation		N	100	4		N	19	1
		%	96.2%	3.8%		%	95.0%	5.0%
Assist		N	11	0		N	0	0
		%	100.0%	0.0%		%	0.0%	0.0%

LITTLE COMPTON

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	1,540	37
	%	42.2%	31.6%
Speeding (Low)	N	141	8
	%	3.9%	6.8%
Other Traffic Violation	N	781	25
	%	21.2%	21.4%
Equipment Violation	N	982	39
	%	26.7%	33.3%
Registration Violation	N	105	5
	%	2.9%	4.3%
Calls for Service/APB	N	65	1
	%	1.8%	0.9%
City Ordinance Violation	N	36	3
	%	1.0%	2.6%
Special Detail	N	14	0
	%	0.4%	0.0%
Motorist Assist	N	78	0
	%	2.1%	0.0%
Warrant	N	3	1
	%	0.1%	0.9%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	599	22
	%	16.8%	19.3%
Speeding (Low)	N	446	9
	%	12.5%	7.9%
Other Traffic Violation	N	257	11
	%	7.2%	9.6%
Equipment Violation	N	376	10
	%	10.6%	8.8%
Registration Violation	N	64	3
	%	1.8%	2.6%
Calls for Service	N	2	1
	%	0.1%	0.9%
City Ordinance Violation	N	1	0
	%	0.0%	0.0%
Special Detail	N	10	1
	%	0.3%	0.9%
Motorist Assist	N	2	0
	%	0.1%	0.0%
Warrant	N	2	0
	%	0.1%	0.0%
APB	N	12	0
	%	0.3%	0.0%
Suspicious Person	N	9	0
	%	0.3%	0.0%
More Than One	N	1780	57
	%	50.0%	50.0%

MIDDLETOWN

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	6,373					
Reason for the Stop:		%	N			
	Investigatory	1.0%	(59)			
	Motor Vehicle	98.5%	(6089)			
	Assist	0.5%	(32)			
Basis for the Stop:		%	N		%	N
	Speeding	56.2%	(3546)	Call for Service	0.4%	(28)
	Other Traffic Violations	14.0%	(886)	APB	0.2%	(14)
	Equipment Violations	17.8%	(1121)	Suspicious Person	0.4%	(23)
	Registration Violation	8.5%	(539)	Motorist Assist	0.4%	(27)
	City or Town Ordinance	0.1%	(9)	Warrant	0.1%	(5)
	Special Detail	1.8%	(116)			
Outcome of the Stop:		%	N			
	Citation	49.6%	(3103)			
	Notice of Demand	13.5%	(848)			
	Warning	30.5%	(1909)			
	Arrest	3.8%	(241)			
	No Action	2.6%	(160)			
		%	N			
Stops with Search:		5.5%	(344)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	45.0%	(2688)			
	2nd Shift (4 p to 12 a)	36.8%	(2196)			
	3rd Shift (12 a to 8 a)	18.3%	(1091)			
Date of Week:		%	N			
	Weekday	77.4%	(4786)			
	Weekend	22.6%	(1396)			
Season:		%	N			
	Winter	21.3%	(1338)			
	Spring	27.0%	(1697)			
	Summer	32.2%	(2026)			
	Fall	19.6%	(1230)			
Driver Race:		%	N		%	N
	White	91.4%	(5779)	Asian	1.3%	(85)
	Black/African American	4.9%	(309)	Native American	0.0%	(1)
	Hispanic	2.0%	(124)	Other	0.4%	(25)
Driver Gender:		%	N			
	Male	59.8%	(3763)			
	Female	40.2%	(2531)			

MIDDLETOWN

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Post 1	N	1,711	331	2,042	Post 1	N	1868	230	2098
	%	83.8%	16.2%	100.0%		%	89.0%	11.0%	100.0%
Post 2	N	1,413	214	1,627	Post 2	N	1734	188	1922
	%	86.8%	13.2%	100.0%		%	90.2%	9.8%	100.0%
Post 3	N	994	73	1,067	Post 3	N	1317	71	1388
	%	93.2%	6.8%	100.0%		%	94.9%	5.1%	100.0%
Post 4	N	243	12	255	Post 4	N	556	24	580
	%	95.3%	4.7%	100.0%		%	95.9%	4.1%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	1,446	163	1,609	N	2499	175	2674
(8am - 4pm)	%	89.9%	10.1%	100.0%	%	93.5%	6.5%	100.0%
2nd Shift	N	1,869	248	2,117	N	1992	196	2188
(4pm – 12am)	%	88.3%	11.7%	100.0%	%	91.0%	9.0%	100.0%
3rd Shift	N	826	166	992	N	950	134	1084
(12am – 8am)	%	83.3%	16.7%	100.0%	%	87.6%	12.4%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	784	120	904	N	1211	122	1333
(Dec – Feb)	%	86.7%	13.3%	100.0%	%	90.8%	9.2%	100.0%
Spring	N	1,324	197	1,521	N	1546	141	1687
(Mar – May)	%	87.0%	13.0%	100.0%	%	91.6%	8.4%	100.0%
Summer	N	1,250	172	1,422	N	1855	159	2014
(Jun – Aug)	%	87.9%	12.1%	100.0%	%	92.1%	7.9%	100.0%
Fall	N	1,208	162	1,370	N	1107	118	1225
(Sep – Nov)	%	88.2%	11.8%	100.0%	%	90.4%	9.6%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Post 1	N	552	82	634	Post 1	N	701	65	766
		%	87.1%	12.9%	100.0%		%	91.5%	8.5%	100.0%
Shift 2 (4pm - 12am)		N	690	130	820		N	751	90	841
		%	84.1%	15.9%	100.0%		%	89.3%	10.7%	100.0%
Shift 3 (12am - 8am)		N	306	78	384		N	333	60	393
		%	79.7%	20.3%	100.0%		%	84.7%	15.3%	100.0%
Shift 1 (8am - 4pm)	Post 2	N	369	44	413	Post 2	N	656	52	708
		%	89.3%	10.7%	100.0%		%	92.7%	7.3%	100.0%
Shift 2 (4pm - 12am)		N	610	84	694		N	661	77	738
		%	87.9%	12.1%	100.0%		%	89.6%	10.4%	100.0%
Shift 3 (12am - 8am)		N	274	60	334		N	320	44	364
		%	82.0%	18.0%	100.0%		%	87.9%	12.1%	100.0%
Shift 1 (8am - 4pm)	Post 3	N	369	22	391	Post 3	N	622	34	656
		%	94.4%	5.6%	100.0%		%	94.8%	5.2%	100.0%
Shift 2 (4pm - 12am)		N	364	23	387		N	430	17	447
		%	94.1%	5.9%	100.0%		%	96.2%	3.8%	100.0%
Shift 3 (12am - 8am)		N	180	25	205		N	164	16	180
		%	87.8%	12.2%	100.0%		%	91.1%	8.9%	100.0%
Shift 1 (8am - 4pm)	Post 4	N	68	5	73	Post 4	N	363	13	376
		%	93.2%	6.8%	100.0%		%	96.5%	3.5%	100.0%
Shift 2 (4pm - 12am)		N	112	5	117		N	102	8	110
		%	95.7%	4.3%	100.0%		%	92.7%	7.3%	100.0%
Shift 3 (12am - 8am)		N	31	0	31		N	47	2	49
		%	100.0%	0.0%	100.0%		%	95.9%	4.1%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	1655	N	2055
	%	32.8%	%	33.3%
Non-White Male over 30	N	270	N	214
	%	5.4%	%	3.5%
White Male under 31	N	1071	N	1252
	%	21.2%	%	20.3%
Non-White Male under 31	N	209	N	161
	%	4.1%	%	2.6%
White Female over 30	N	1084	N	1445
	%	21.5%	%	23.4%
Non-White Female over 30	N	85	N	90
	%	1.7%	%	1.5%
White Female under 31	N	613	N	882
	%	12.2%	%	14.3%
Non-White Female under 31	N	58	N	65
	%	1.1%	%	1.1%
Total	N	5045	N	6164
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	116	28	N	53	6
	%	2.6%	4.4%	%	0.9%	1.2%
Motor Vehicle Violation	N	4,347	599	N	5545	503
	%	95.9%	93.3%	%	98.5%	96.9%
Assist	N	78	17	N	21	8
	%	1.7%	2.6%	%	0.4%	1.5%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Post 1	N	33	13	Post 1	N	20	5
		%	71.7%	28.3%		%	80.0%	20.0%
Motor Vehicle Violation		N	1628	301		N	1798	214
		%	84.4%	15.6%		%	89.4%	10.6%
Assist		N	13	8		N	6	2
		%	61.9%	38.1%		%	75.0%	25.0%
Investigatory	Post 2	N	37	7	Post 2	N	16	1
		%	84.1%	15.9%		%	94.1%	5.9%
Motor Vehicle Violation		N	1319	199		N	1650	175
		%	86.9%	13.1%		%	90.4%	9.6%
Assist		N	27	5		N	6	2
		%	84.4%	15.6%		%	75.0%	25%
Investigatory	Post 3	N	17	4	Post 3	N	11	0
		%	81.0%	19.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	929	65		N	1269	63
		%	93.5%	6.5%		%	95.3%	4.7%
Assist		N	27	2		N	8	3
		%	93.1%	6.9%		%	72.7%	27.3%
Investigatory	Post 4	N	12	0	Post 4	N	3	0
		%	100.0%	0.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	222	10		N	539	23
		%	95.7%	4.3%		%	95.9%	4.1%
Assist		N	6	1		N	3	0
		%	85.7%	14.3%		%	100.0%	0.0%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	1,876	229
	%	40.3%	33.5%
Speeding (Low)	N	254	28
	%	5.8%	4.1%
Other Traffic Violation	N	1,401	229
	%	30.2%	33.5%
Equipment Violation	N	448	87
	%	9.7%	12.7%
Registration Violation	N	353	59
	%	7.6%	8.6%
Calls for Service/APB	N	27	7
	%	0.6%	1.0%
City Ordinance Violation	N	11	2
	%	0.2%	0.3%
Special Detail	N	191	28
	%	4.1%	4.0%
Motorist Assist	N	78	14
	%	1.7%	2.0%
Warrant	N	0	0
	%	0.0%	0.0%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	2810	196
	%	50.0%	36.6%
Speeding (Low)	N	376	24
	%	6.7%	4.5%
Other Traffic Violation	N	753	87
	%	13.4%	16.3%
Equipment Violation	N	954	118
	%	17.0%	22.1%
Registration Violation	N	409	55
	%	7.3%	10.3%
Calls for Service	N	18	4
	%	0.3%	0.7%
City Ordinance Violation	N	3	0
	%	0.1%	0.0%
Special Detail	N	6	1
	%	0.1%	0.2%
Motorist Assist	N	14	5
	%	0.2%	0.9%
Warrant	N	5	0
	%	0.1%	0.0%
APB	N	8	0
	%	0.1%	0.0%
Suspicious Person	N	18	2
	%	0.3%	0.4%
More Than One	N	247	43
	%	4.4%	8.0%

NARRAGANSETT

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	4,883					
Reason for the Stop:		%	N			
	Investigatory	4.6%	(220)			
	Motor Vehicle	92.4%	(4424)			
	Assist	3.0%	(145)			
Basis for the Stop:		%	N		%	N
	Speeding	41.9%	(2031)	Call for Service	0.7%	(35)
	Other Traffic Violations	20.9%	(1015)	APB	0.5%	(24)
	Equipment Violations	24.9%	(1209)	Suspicious Person	2.6%	(124)
	Registration Violation	3.1%	(151)	Motorist Assist	2.7%	(129)
	City or Town Ordinance	0.8%	(37)	Warrant	0.1%	(7)
	Special Detail	1.9%	(91)			
Outcome of the Stop:		%	N			
	Citation	25.3%	(1219)			
	Notice of Demand	2.1%	(99)			
	Warning	61.3%	(2958)			
	Arrest	5.6%	(271)			
	No Action	5.7%	(275)			
		%	N			
Stops with Search:		6.3%	(303)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	31.7%	(1502)			
	2nd Shift (4 p to 12 a)	42.8%	(2026)			
	3rd Shift (12 a to 8 a)	25.4%	(1204)			
Date of Week:		%	N			
	Weekday	75.1%	(3585)			
	Weekend	24.9%	(1189)			
Season:		%	N			
	Winter	31.1%	(1502)			
	Spring	25.7%	(1239)			
	Summer	21.9%	(1058)			
	Fall	21.3%	(1026)			
Driver Race:		%	N		%	N
	White	93.1%	(4532)	Asian	1.1%	(55)
	Black/African American	3.3%	(160)	Native American	0.2%	(11)
	Hispanic	2.2%	(105)	Other	0.1%	(5)
Driver Gender:		%	N			
	Male	66.4%	(3216)			
	Female	33.6%	(1626)			

NARRAGANSETT

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Patrol Sector 1	N	1,773	155	1,928	South	N	1431	107	1538
	%	92.0%	8.0%	100.0%		%	93.0%	7.0%	100.0%
Patrol Sector 2	N	1,916	182	2,098	Center	N	2215	163	2378
	%	91.3%	8.7%	100.0%		%	93.1%	6.9%	100.0%
Patrol Sector 3	N	1,292	97	1,389	North	N	794	57	851
	%	93.0%	7.0%	100.0%		%	93.3%	6.7%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	1,160	101	1,261	N	1411	90	1501
(8am - 4pm)	%	92.0%	8.0%	100.0%	%	94.0%	6.0%	100.0%
2nd Shift	N	2,369	195	2,564	N	1891	130	2021
(4pm – 12am)	%	92.4%	7.6%	100.0%	%	93.6%	6.4%	100.0%
3rd Shift	N	1,527	140	1,667	N	1093	105	1198
(12am – 8am)	%	91.6%	8.4%	100.0%	%	91.2%	8.8%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	1,052	97	1,149	N	1390	108	1498
(Dec – Feb)	%	91.6%	8.4%	100.0%	%	92.8%	7.2%	100.0%
Spring	N	1,161	91	1,252	N	1152	84	1236
(Mar – May)	%	92.7%	7.3%	100.0%	%	93.2%	6.8%	100.0%
Summer	N	1,280	123	1,403	N	982	73	1055
(Jun – Aug)	%	91.2%	8.8%	100.0%	%	93.1%	6.9%	100.0%
Fall	N	1,725	139	1,864	N	958	66	1024
(Sep – Nov)	%	92.5%	7.5%	100.0%	%	93.6%	6.4%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Patrol Sector 1	N	302	22	324	South	N	394	31	425
		%	93.2%	6.8%	100.0%		%	92.7%	7.3%	100.0%
Shift 2 (4pm - 12am)		N	822	77	899		N	641	43	684
		%	91.4%	8.6%	100.0%		%	93.7%	6.3%	100.0%
Shift 3 (12am - 8am)		N	564	50	614		N	352	31	383
		%	91.9%	8.1%	100.0%		%	91.9%	8.1%	100.0%
Shift 1 (8am - 4pm)	Patrol Sector 2	N	461	44	505	Center	N	744	36	780
		%	91.3%	8.7%	100.0%		%	95.4%	4.6%	100.0%
Shift 2 (4pm - 12am)		N	884	88	972		N	899	63	962
		%	90.9%	9.1%	100.0%		%	93.5%	6.5%	100.0%
Shift 3 (12am - 8am)		N	480	39	519		N	514	55	569
		%	92.5%	7.5%	100.0%		%	90.3%	9.7%	100.0%
Shift 1 (8am - 4pm)	Patrol Sector 3	N	300	27	327	North	N	243	20	263
		%	91.7%	8.3%	100.0%		%	92.4%	7.6%	100.0%
Shift 2 (4pm - 12am)		N	506	22	528		N	315	19	334
		%	95.8%	4.2%	100.0%		%	94.3%	5.7%	100.0%
Shift 3 (12am - 8am)		N	420	43	463		N	205	18	223
		%	90.7%	9.3%	100.0%		%	91.9%	8.1%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	1,021	N	1013
	%	18.4%	%	21.2%
Non-White Male over 30	N	110	N	103
	%	2.0%	%	2.2%
White Male under 31	N	2,272	N	1895
	%	40.8%	%	39.6%
Non-White Male under 31	N	235	N	168
	%	4.2%	%	3.5%
White Female over 30	N	603	N	518
	%	10.8%	%	10.8%
Non-White Female over 30	N	30	N	21
	%	0.5%	%	0.4%
White Female under 31	N	1219	N	1030
	%	21.9%	%	21.5%
Non-White Female under 31	N	72	N	34
	%	1.3%	%	0.7%
Total	N	5,562	N	4782
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	279	29	N	192	27
	%	5.3%	6.3%	%	4.3%	8.2%
Motor Vehicle Violation	N	4,945	425	N	4117	283
	%	94.0%	92.0%	%	92.6%	85.5%
Assist	N	61	8	N	122	19
	%	1.2%	1.7%	%	2.7%	5.7%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Patrol Sector 1	N	75	7	South	N	62	6
		%	91.5%	8.5%		%	91.2%	8.8%
Motor Vehicle Violation		N	1658	141		N	1295	89
		%	92.2%	7.8%		%	93.6%	6.4%
Assist		N	15	5		N	35	9
		%	75.0%	25.0%		%	79.5%	20.5%
Investigatory	Patrol Sector 2	N	89	7	Center	N	76	15
		%	92.7%	7.3%		%	83.5%	16.5%
Motor Vehicle Violation		N	1766	167		N	2036	137
		%	91.4%	8.6%		%	93.7%	6.3%
Assist		N	29	2		N	57	9
		%	93.5%	6.5%		%	86.4%	13.6%
Investigatory	Patrol Sector 3	N	83	9	North	N	49	6
		%	90.2%	9.8%		%	89.1%	10.9%
Motor Vehicle Violation		N	1185	85		N	706	48
		%	93.3%	6.7%		%	93.6%	6.4%
Assist		N	10	1		N	26	1
		%	90.9%	9.1%		%	96.3%	3.7%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	1,187	88
	%	27.3%	21.4 %
Speeding (Low)	N	871	62
	%	20.0%	15.1%
Other Traffic Violation	N	1,207	119
	%	27.8%	29.9%
Equipment Violation	N	663	81
	%	15.2%	19.7%
Registration Violation	N	280	42
	%	6.4%	10.2%
Calls for Service/APB	N	42	5
	%	1.0%	1.2%
City Ordinance Violation	N	4	1
	%	0.0%	0.2%
Special Detail	N	24	3
	%	0.6%	0.7%
Motorist Assist	N	54	7
	%	1.2%	1.7%
Warrant	N	12	3
	%	0.3%	0.7%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	704	31
	%	17.1%	10.0%
Speeding (Low)	N	851	34
	%	20.6%	11.0%
Other Traffic Violation	N	937	57
	%	22.7%	18.4%
Equipment Violation	N	1067	106
	%	25.9%	34.3%
Registration Violation	N	114	22
	%	2.8%	7.1%
Calls for Service	N	32	3
	%	0.8%	1.0%
City Ordinance Violation	N	32	4
	%	0.8%	1.3%
Special Detail	N	19	1
	%	0.5%	0.3%
Motorist Assist	N	101	17
	%	2.4%	5.5%
Warrant	N	7	0
	%	0.2%	0.0%
APB	N	19	4
	%	0.5%	1.3%
Suspicious Person	N	106	15
	%	2.6%	4.9%
More Than One	N	136	15
	%	3.3%	4.9%

NEW SHOREHAM

General Information on Traffic Stops in 2004-2005

Total Number of Stops: 394						
Reason for the Stop:		%	N			
	Investigatory	2.4%	(9)			
	Motor Vehicle	97.6%	(373)			
	Assist	0.0%	(0)			
Basis for the Stop:		%	N		%	N
	Speeding	34.9%	(136)	Call for Service	0.3%	(1)
	Other Traffic Violations	37.4%	(146)	APB	0.3%	(1)
	Equipment Violations	15.4%	(60)	Suspicious Person	0.3%	(1)
	Registration Violation	2.8%	(11)	Motorist Assist	0.0%	(0)
	City or Town Ordinance	7.7%	(30)	Warrant	0.3%	(1)
	Special Detail	0.8%	(3)			
Outcome of the Stop:		%	N			
	Citation	32.2%	(122)			
	Notice of Demand	4.0%	(15)			
	Warning	55.1%	(209)			
	Arrest	2.1%	(8)			
	No Action	6.6%	(25)			
		%	N			
Stops with Search:		2.6%	(10)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	30.3%	(111)			
	2nd Shift (4 p to 12 a)	55.7%	(204)			
	3rd Shift (12 a to 8 a)	13.9%	(51)			
Date of Week:		%	N			
	Weekday	65.9%	(243)			
	Weekend	30.1%	(126)			
Season:		%	N			
	Winter	0.5%	(2)			
	Spring	3.2%	(12)			
	Summer	76.5%	(290)			
	Fall	19.8%	(75)			
Driver Race:		%	N		%	N
	White	95.4%	(372)	Asian	0.3%	(1)
	Black/African American	0.5%	(2)	Native American	0.0%	(0)
	Hispanic	3.3%	(13)	Other	0.5%	(2)
Driver Gender:		%	N			
	Male	70.2%	(273)			
	Female	29.8%	(116)			

NEW SHOREHAM

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	323	20	343	N	103	7	110
(8am - 4pm)	%	94.2%	5.8%	100.0%	%	93.6%	6.4%	100.0%
2nd Shift	N	269	20	289	N	194	8	202
(4pm – 12am)	%	93.1%	6.9%	100.0%	%	96.0%	4.0%	100.0%
3rd Shift	N	102	6	108	N	49	2	51
(12am – 8am)	%	94.4%	5.6%	100.0%	%	96.1%	3.9%	100.0%

2. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	22	0	22	N	2	0	2
(Dec – Feb)	%	100.0%	0.0%	100.0%	%	100.0%	0.0%	100.0%
Spring	N	94	6	100	N	10	2	12
(Mar – May)	%	94.0%	6.0%	100.0%	%	83.3	16.7%	100.0%
Summer	N	562	36	598	N	279.0%	11	290
(Jun – Aug)	%	94.0%	6.0%	100.0%	%	96.2%	3.8%	100.0%
Fall	N	36	3	39	N	68	5	73
(Sep – Nov)	%	92.3%	7.7%	100.0%	%	93.2%	6.8%	100.0%

NEW SHOREHAM

Characteristics of Individuals Stopped: Age, Gender and Race

3. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	294	N	155
	%	39.9%	%	41.7%
Non-White Male over 30	N	19	N	9
	%	2.6%	%	2.4%
White Male under 31	N	202	N	93
	%	27.4%	%	25.0%
Non-White Male under 31	N	20	N	4
	%	2.7%	%	1.1%
White Female over 30	N	123	N	51
	%	16.7%	%	13.7%
Non-White Female over 30	N	4	N	2
	%	0.5%	%	0.5%
White Female under 31	N	73	N	58
	%	9.9%	%	15.6%
Non-White Female under 31	N	1	N	0
	%	0.1%	%	0.0%
Total	N	736	N	372
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

4. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	29	5	N	8	1
	%	2.6%	2.3%	%	2.2%	5.6%
Motor Vehicle Violation	N	1,091	204	N	354	17
	%	96.4%	95.3%	%	97.8%	94.4%
Assist	N	16	7	N	0	0
	%	1.4%	3.3%	%	0.0%	0.0%

NEW SHOREHAM

5. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	170	9
	%	23.9%	20.0%
Speeding (Low)	N	72	4
	%	10.1%	8.9%
Other Traffic Violation	N	240	15
	%	33.1%	32.6%
Equipment Violation	N	152	10
	%	21.0%	21.7%
Registration Violation	N	39	4
	%	5.4%	8.7%
Calls for Service/APB	N	7	1
	%	1.0%	2.2%
City Ordinance Violation	N	30	2
	%	4.1%	4.3%
Special Detail	N	1	0
	%	0.1%	0.0%
Motorist Assist	N	4	0
	%	0.6%	0.0%
Warrant	N	0	0
	%	0.0%	0.0%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	31	3
	%	8.5%	16.7%
Speeding (Low)	N	96	2
	%	26.2%	11.1%
Other Traffic Violation	N	136	8
	%	37.2%	44.4%
Equipment Violation	N	54	1
	%	14.8%	5.6%
Registration Violation	N	7	0
	%	1.9%	0.0%
Calls for Service	N	1	0
	%	0.3%	0.0%
City Ordinance Violation	N	24	3
	%	6.6%	16.7%
Special Detail	N	3	0
	%	0.8%	0.0%
Motorist Assist	N	0	1
	%	0.0%	5.6%
Warrant	N	1	0
	%	0.3%	0.0%
APB	N	1	0
	%	0.3%	0.0%
Suspicious Person	N	12	0
	%	3.3%	0.0%
More Than One	N	31	3
	%	8.5%	16.7%

NEWPORT

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	8,250					
Reason for the Stop:		%	N			
	Investigatory	0.6%	(47)			
	Motor Vehicle	97.8%	(7967)			
	Assist	1.6%	(134)			
Basis for the Stop:		%	N		%	N
	Speeding	30.0%	(2467)	Call for Service	0.1%	(9)
	Other Traffic Violations	42.1%	(3462)	APB	0.1%	(8)
	Equipment Violations	24.3%	(1996)	Suspicious Person	0.3%	(27)
	Registration Violation	1.0%	(84)	Motorist Assist	1.5%	(126)
	City or Town Ordinance	0.1%	(11)	Warrant	0.1%	(6)
	Special Detail	0.4%	(29)			
Outcome of the Stop:		%	N			
	Citation	7.3%	(601)			
	Notice of Demand	6.0%	(495)			
	Warning	82.9%	(6785)			
	Arrest	2.0%	(163)			
	No Action	1.7%	(138)			
		%	N			
Stops with Search:		4.0%	(320)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	27.6%	(2220)			
	2nd Shift (4 p to 12 a)	49.4%	(3969)			
	3rd Shift (12 a to 8 a)	23.0	(1847)			
Date of Week:		%	N			
	Weekday	74.6%	(6036)			
	Weekend	25.4%	(2050)			
Season:		%	N			
	Winter	28.7%	(2344)			
	Spring	29.0%	(2367)			
	Summer	20.5%	(1671)			
	Fall	21.9%	(1788)			
Driver Race:		%	N		%	N
	White	86.3%	(7087)	Asian	1.7%	(140)
	Black/African American	8.0%	(658)	Native American	0.1%	(6)
	Hispanic	3.8%	(308)	Other	0.1%	(12)
Driver Gender:		%	N			
	Male	62.6%	(5093)			
	Female	37.4%	(3047)			

NEWPORT

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Beat 1	N	3,810	1,101	4,911	District 2	N	2	0	2
	%	77.6%	22.4%	100.0%		%	100.0%	0.0%	100.0%
Beat 2	N	5,331	751	6,082	District 10	N	1905	465	2370
	%	87.7%	12.3%	100.0%		%	80.4%	19.6%	100.0%
Beat 3	N	6,988	660	7,648	District 20	N	1858	293	2151
	%	91.4%	8.6%	100.0%		%	86.4%	13.6%	100.0%
Beat 4	N	2,356	191	2,547	District 30	N	2175	220	2395
	%	92.5%	7.5%	100.0%		%	90.8%	9.2%	100.0%
	N	0	0	0	District 40	N	720	57	777
	%	0.0%	0.0%	100.0%		%	92.7%	7.3%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	5,378	576	5,954	N	1982	232	2214
(8am - 4pm)	%	90.3%	9.7%	100.0%	%	89.5%	10.5%	100%
2nd Shift	N	8,635	1,359	9,994	N	3402	551	3953
(4pm – 12am)	%	86.4%	13.6%	100.0%	%	86.1%	13.9%	100%
3rd Shift	N	4,297	747	5,044	N	1533	303	1836
(12am – 8am)	%	85.2%	14.8%	100.0%	%	83.5%	16.5%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	4,107	581	4,688	N	2007	327	2334
(Dec – Feb)	%	87.6%	12.4%	100.0%	%	86.0%	14.0%	100.0%
Spring	N	4,784	748	5,532	N	2030	329	2359
(Mar – May)	%	86.5%	13.5%	100.0%	%	86.1%	13.9%	100.0%
Summer	N	5,018	696	5,714	N	1470	190	1660
(Jun – Aug)	%	87.8%	12.2%	100.0%	%	88.6%	11.4%	100.0%
Fall	N	4,943	740	5,683	N	1513	266	1779
(Sep – Nov)	%	87.0%	13.0%	100.0%	%	85.0%	15.0%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Beat 1	N	988	207	1,195	District 2	N	1	0	1
		%	82.7%	17.3%	100.0%		%	100.0%	0.0%	100.0%
Shift 2 (4pm - 12am)		N	1,820	538	2,358		N	1	0	1
		%	77.2%	22.8%	100.0%		%	100.0%	0.0%	100.0%
Shift 3 (12am - 8am)		N	768	279	1,047		N	2	0	2
		%	73.4%	26.6%	100.0%		%	100.0%	00.0%	100.0%
Shift 1 (8am - 4pm)	Beat 2	N	1,604	169	1,773	District 10	N	542	96	638
		%	90.5%	9.5%	100.0%		%	85.0%	15.0%	100.0%
Shift 2 (4pm - 12am)		N	2,215	339	2,554		N	986	255	1241
		%	86.7%	13.3%	100.0%		%	79.5%	20.5%	100.0%
Shift 3 (12am - 8am)		N	1,294	217	1,511		N	339	90	429
		%	85.6%	14.4%	100.0%		%	79.0%	21.0%	100.0%
Shift 1 (8am - 4pm)	Beat 3	N	1,843	124	1,967	District 20	N	521	56	577
		%	93.7%	6.3%	100.0%		%	90.3%	9.7%	100.0%
Shift 2 (4pm - 12am)		N	3,285	350	3,635		N	782	127	909
		%	90.4%	9.6%	100.0%		%	86.0%	14.0%	100.0%
Shift 3 (12am - 8am)		N	1,644	172	1,816		N	512	104	616
		%	90.5%	9.5%	100.0%		%	83.1%	16.9%	100.0%
Shift 1 (8am - 4pm)	Beat 4	N	788	57	845	District 30	N	558	47	605
		%	93.3%	6.7%	100.0%		%	92.2%	7.8%	100.0%
Shift 2 (4pm - 12am)		N	1,065	89	1,154		N	1140	109	1249
		%	92.3%	7.7%	100.0%		%	91.3%	8.7%	100.0%
Shift 3 (12am - 8am)		N	426	42	468		N	434	62	496
		%	91.0%	9.0%	100.0%		%	87.5%	12.5%	100.0%
						District 40	N	269	21	290
							%	92.8%	7.2%	100.0%
							N	315	27	342
							%	92.1%	7.9%	100.0%
							N	123	8	131
							%	93.9%	6.1%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	7693	N	2504
	%	35.8%	%	31.3%
Non-White Male over 30	N	1192	N	411
	%	5.5%	%	5.1%
White Male under 31	N	4025	N	1727
	%	18.7%	%	21.6%
Non-White Male under 31	N	764	N	372
	%	3.6%	%	4.6%
White Female over 30	N	4476	N	1539
	%	20.8%	%	19.2%
Non-White Female over 30	N	463	N	166
	%	2.2%	%	2.1%
White Female under 31	N	2560	N	1147
	%	11.9%	%	14.3%
Non-White Female under 31	N	335	N	137
	%	1.6%	%	1.7%
Total	N	21508	N	8003
	%	100%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	482	182	N	34	13
	%	2.6%	6.5%	%	0.5%	1.2%
Motor Vehicle Violation	N	17983	2546	N	6844	1078
	%	95.3%	91.1%	%	97.9%	97.2%
Assist	N	401	67	N	113	18
	%	2.1%	2.4%	%	1.6%	1.6%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Beat 1	N	138	111	District 2	N	2	0
		%	55.4%	44.6%		%	100.0%	0.0%
Motor Vehicle Violation		N	3461	941		N	2	0
		%	78.6%	21.4%		%	100.0%	0.0%
Assist		N	152	30		N	8	4
		%	83.5%	16.5%		%	66.7%	33.3%
Investigatory	Beat 2	N	110	22	District 10	N	1814	442
		%	83.3%	16.7%		%	80.4%	19.6%
Motor Vehicle Violation		N	5071	706		N	49	9
		%	87.8%	12.2%		%	84.5%	15.5%
Assist		N	59	17		N	7	5
		%	77.6%	22.4%		%	58.3%	41.7%
Investigatory	Beat 3	N	96	25	District 20	N	1800	285
		%	79.3%	20.7%		%	86.3%	13.7%
Motor Vehicle Violation		N	6663	616		N	23	1
		%	91.5%	8.5%		%	95.8%	4.2%
Assist		N	127	10		N	0	0
		%	92.7%	7.3%		%	0.0%	0.0%
Investigatory	Beat 4	N	86	5	District 30	N	2119	214
		%	94.5%	5.5%		%	90.8%	9.2%
Motor Vehicle Violation		N	2187	177		N	26	4
		%	92.5%	7.5%		%	86.7%	13.3%
Assist		N	41	5		N	3	1
		%	89.1%	10.9%		%	75.0%	25.0%
Investigatory		N	138	111	District 40	N	703	55
		%	55.4%	44.6%		%	92.7%	7.3%
Motor Vehicle Violation		N	3461	941		N	8	1
		%	78.6%	21.4%		%	88.9%	11.1%
Assist		N	152	30		N	2	0
		%	83.5%	16.5%		%	100.0%	0.0%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	2,994	334
	%	15.9%	12.1%
Speeding (Low)	N	2,391	314
	%	12.7%	11.4%
Other Traffic Violation	N	9,697	1,234
	%	51.0%	44.5%
Equipment Violation	N	2,972	634
	%	15.6%	22.9%
Registration Violation	N	254	110
	%	1.3%	4.0%
Calls for Service/APB	N	161	40
	%	0.8%	1.4%
City Ordinance Violation	N	66	15
	%	0.3%	0.5%
Special Detail	N	146	54
	%	0.8%	1.9%
Motorist Assist	N	395	70
	%	2.1%	2.5%
Warrant	N	15	13
	%	0.1%	0.5%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	1201	113
	%	17.1%	10.3%
Speeding (Low)	N	909	152
	%	13.0%	13.8%
Other Traffic Violation	N	2982	426
	%	42.6%	38.7%
Equipment Violation	N	1593	333
	%	22.7%	30.2%
Registration Violation	N	50	17
	%	0.7%	1.5%
Calls for Service	N	8	1
	%	0.1%	0.1%
City Ordinance Violation	N	8	2
	%	0.1%	0.2%
Special Detail	N	1	1
	%	0.0%	0.1%
Motorist Assist	N	107	17
	%	1.5%	1.5%
Warrant	N	1	3
	%	0.0%	0.3%
APB	N	5	2
	%	0.1%	0.2%
Suspicious Person	N	16	6
	%	0.2%	0.5%
More Than One	N	127	28
	%	1.8%	2.5%

NORTH KINGSTOWN

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	9,348					
Reason for the Stop:		%	N			
	Investigatory	3.5%	(323)			
	Motor Vehicle	91.5%	(8329)			
	Assist	4.9%	(450)			
Basis for the Stop:		%	N		%	N
	Speeding	68.2%	(6286)	Call for Service	1.2%	(109)
	Other Traffic Violations	17.0%	(1563)	APB	0.6%	(52)
	Equipment Violations	5.2%	(475)	Suspicious Person	1.5%	(135)
	Registration Violation	1.5%	(137)	Motorist Assist	4.3%	(393)
	City or Town Ordinance	0.1%	(6)	Warrant	0.1%	(6)
	Special Detail	0.6%	(53)			
Outcome of the Stop:		%	N			
	Citation	66.1%	(5993)			
	Notice of Demand	0.7%	(59)			
	Warning	22.9%	(2074)			
	Arrest	2.4%	(213)			
	No Action	8.0%	(724)			
		%	N			
Stops with Search:		4.5%	(413)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	40.6%	(3642)			
	2nd Shift (4 p to 12 a)	36.4%	(3261)			
	3rd Shift (12 a to 8 a)	23.0%	(2067)			
Date of Week:		%	N			
	Weekday	75.8%	(6835)			
	Weekend	24.2%	(2182)			
Season:		%	N			
	Winter	25.7%	(2354)			
	Spring	26.0%	(2384)			
	Summer	24.1%	(2205)			
	Fall	24.3%	(2223)			
Driver Race:		%	N		%	N
	White	91.4%	(8462)	Asian	1.6%	(146)
	Black/African American	3.4%	(317)	Native American	0.1%	(11)
	Hispanic	3.1%	(290)	Other	0.4%	(34)
Driver Gender:		%	N			
	Male	59.1%	(5445)			
	Female	40.9%	(3762)			

NORTH KINGSTOWN

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Patrol Area 1	N	1,352	104	1,456	District 1	N	1640	141	1781
	%	92.9%	7.1%	100.0%		%	92.1%	7.9%	100.0%
Patrol Area 2	N	1,488	166	1,654	District 2	N	2156	249	2405
	%	90.0%	10.0%	100.0%		%	89.6%	10.4%	100.0%
Patrol Area 3	N	1,618	112	1,730	District 3	N	2303	133	2436
	%	93.5%	6.5%	100.0%		%	94.5%	5.5%	100.0%
Patrol Area 4	N	1,452	201	1,653	District 4	N	1206	157	1363
	%	87.8%	12.2%	100.0%		%	88.5%	11.5%	100.0%
Patrol Area 5	N	1,229	110	1,339	District 5	N	860	82	942
	%	91.8%	8.2%	100.0%		%	91.3%	8.7%	100.0%
Rt. 1, Rt. 4 & Rt. 138	N	374	42	416					
	%	89.9%	10.1%	100.0%					

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	2,070	166	2,236	N	3360	265	3625
(8am - 4pm)	%	92.6%	7.4%	100.0%	%	92.7%	7.3%	100.0%
2nd Shift	N	3,133	266	3,399	N	3010	236	3246
(4pm – 12am)	%	92.2%	7.8%	100.0%	%	92.7%	7.3%	100.0%
3rd Shift	N	2,051	273	2,324	N	1795	261	2056
(12am – 8am)	%	88.3%	11.7%	100.0%	%	87.3%	12.7%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	1,677	172	1,849	N	2142	190	2332
(Dec – Feb)	%	90.7%	9.3%	100.0%	%	91.9%	8.1%	100.0%
Spring	N	2,160	230	2,390	N	2142	220	2362
(Mar – May)	%	90.4%	9.6%	100.0%	%	90.7%	9.3%	100.0%
Summer	N	1,993	177	2,170	N	2019	174	2193
(Jun – Aug)	%	91.8%	8.2%	100.0%	%	92.1%	7.9%	100.0%
Fall	N	1,896	177	2,073	N	2025	195	2220
(Sep – Nov)	%	91.5%	8.5%	100.0%	%	91.2%	8.8%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Patrol Area 1	N	332	20	352	District 1	N	558	35	593
		%	94.3%	5.7%	100.0%		%	94.1%	5.9%	100.0%
Shift 2 (4pm - 12am)		N	545	35	580		N	676	53	729
		%	94.0%	6.0%	100.0%		%	92.7%	7.3%	100.0%
Shift 3 (12am - 8am)		N	384	43	427		N	366	48	729
		%	89.9%	10.1%	100.0%		%	88.4%	11.6%	100.0%
Shift 1 (8am - 4pm)	Patrol Area 2	N	388	43	431	District 2	N	874	86	960
		%	90.0%	10.0%	100.0%		%	91.0%	9.0%	100.0%
Shift 2 (4pm - 12am)		N	587	49	636		N	611	58	669
		%	92.3%	7.7%	100.0%		%	91.3%	8.7%	100.0%
Shift 3 (12am - 8am)		N	409	60	469		N	594	92	686
		%	87.2%	12.8%	100.0%		%	86.6%	13.4%	100.0%
Shift 1 (8am - 4pm)	Patrol Area 3	N	489	28	517	District 3	N	962	43	1005
		%	94.6%	5.4%	100.0%		%	95.7%	4.3%	100.0%
Shift 2 (4pm - 12am)		N	764	60	824		N	936	49	985
		%	92.7%	7.3%	100.0%		%	95.0%	5.0%	100.0%
Shift 3 (12am - 8am)		N	265	21	286		N	334	38	372
		%	92.7%	7.3%	100.0%		%	89.8%	10.2%	100.0%
Shift 1 (8am - 4pm)	Patrol Area 4	N	374	44	418	District 4	N	528	59	587
		%	89.5%	10.5%	100.0%		%	89.9%	10.1%	100.0%
Shift 2 (4pm - 12am)		N	579	71	650		N	429	51	480
		%	89.1%	10.9%	100.0%		%	89.4%	10.6%	100.0%
Shift 3 (12am - 8am)		N	400	70	470		N	208	37	245
		%	85.1%	14.9%	100.0%		%	84.9%	15.1%	100.0%
Shift 1 (8am - 4pm)	Patrol Area 5	N	326	22	348	District 5	N	333	30	363
		%	93.7%	6.3%	100.0%		%	91.7%	8.3%	100.0%
Shift 2 (4pm - 12am)		N	442	38	480		N	285	18	303
		%	92.1%	7.9%	100.0%		%	94.1%	5.9%	100.0%
Shift 3 (12am - 8am)		N	373	41	414		N	212	34	246
		%	90.1%	9.9%	100.0%		%	86.2%	13.8%	100.0%
Shift 1 (8am - 4pm)	Rt. 1, Rt. 4, & Rt. 138	N	61	3	64					
		%	95.3%	4.7%	100.0%					
Shift 2 (4pm - 12am)		N	87	4	91					
		%	95.6%	4.4%	100.0%					
Shift 3 (12am - 8am)		N	153	25	178					
		%	86.0%	14.0%	100.0%					

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	2876	N	2837
	%	34.1%	%	31.3%
Non-White Male over 30	N	307	N	280
	%	3.6%	%	3.1%
White Male under 31	N	2046	N	1988
	%	24.2%	%	21.9%
Non-White Male under 31	N	254	N	263
	%	3.0%	%	2.9%
White Female over 30	N	1709	N	2119
	%	20.2%	%	23.4%
Non-White Female over 30	N	124	N	107
	%	1.5%	%	1.2%
White Female under 31	N	1062	N	1358
	%	12.6%	%	15.0%
Non-White Female under 31	N	63	N	122
	%	0.7%	%	1.3%
Total	N	8441	N	9074
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	283	50	N	284	39
	%	3.7%	6.6%	%	3.4%	5.1%
Motor Vehicle Violation	N	7084	657	N	7614	660
	%	91.5%	86.8%	%	92.1%	85.5%
Assist	N	376	50	N	370	73
	%	4.9%	6.6%	%	4.5%	9.5%

7. Location by Reason for Stop by Race

	Location		2001-2003		Location		2004-2005	
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Patrol Area 1	N	43	6	District 1	N	32	6
		%	87.8%	12.2%		%	84.2%	15.8%
Motor Vehicle Violation		N	1195	83		N	1469	112
		%	93.5%	6.5%		%	92.9%	7.1%
Assist		N	93	12		N	96	21
		%	88.6%	11.4%		%	82.1%	17.9%
Investigatory	Patrol Area 2	N	53	5	District 2	N	59	5
		%	91.4%	8.6%		%	92.2%	7.8%
Motor Vehicle Violation		N	1299	148		N	1944	205
		%	89.8%	10.2%		%	90.5%	9.5%
Assist		N	98	10		N	117	35
		%	90.7%	9.3%		%	77.0%	23.0%
Investigatory	Patrol Area 3	N	55	10	District 3	N	80	4
		%	84.6%	15.4%		%	95.2%	4.8%
Motor Vehicle Violation		N	1495	93		N	2101	120
		%	94.1%	5.9%		%	94.6%	5.4%
Assist		N	49	5		N	79	3
		%	90.7%	9.3%		%	96.3%	3.7%
Investigatory	Patrol Area 4	N	44	9	District 4	N	51	13
		%	83.0%	17.0%		%	79.7%	20.3%
Motor Vehicle Violation		N	1331	181		N	1103	134
		%	88.0%	12.0%		%	89.2%	10.8%
Assist		N	46	8		N	38	6
		%	85.2%	14.8%		%	86.4%	13.6%
Investigatory	Patrol Area 5	N	40	13	District 5	N	41	7
		%	75.5%	24.5%		%	85.4%	14.6%
Motor Vehicle Violation		N	1128	88		N	765	66
		%	92.8%	7.2%		%	92.1%	7.9%
Assist		N	39	6		N	36	7
		%	86.7%	13.3%		%	83.7%	16.3%
Investigatory	Rt. 1, Rt. 4, & Rt. 138	N						
			14	2				
		%	87.5%	12.5%				
Motor Vehicle Violation		N	326	34				
		%	90.6%	9.4%				
Assist		N	28	5				
		%	84.8%	15.2%				

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	3,477	312
	%	45.7%	42.1%
Speeding (Low)	N	676	52
	%	8.9%	7.0%
Other Traffic Violation	N	2,016	169
	%	25.9%	22.5%
Equipment Violation	N	875	132
	%	11.2%	17.6%
Registration Violation	N	171	18
	%	2.2%	2.4%
Calls for Service/APB	N	105	14
	%	1.3%	1.9%
City Ordinance Violation	N	17	5
	%	0.2%	0.7%
Special Detail	N	42	4
	%	0.5%	0.5%
Motorist Assist	N	371	53
	%	4.8%	7.0%
Warrant	N	5	3
	%	0.1%	0.4%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	5205	412
	%	62.9%	53.1%
Speeding (Low)	N	472	39
	%	5.7%	5.0%
Other Traffic Violation	N	1362	135
	%	16.5%	17.4%
Equipment Violation	N	389	48
	%	4.7%	6.2%
Registration Violation	N	88	22
	%	1.1%	2.8%
Calls for Service	N	97	10
	%	1.2%	1.3%
City Ordinance Violation	N	6	0
	%	0.1%	0.0%
Special Detail	N	46	7
	%	0.6%	0.9%
Motorist Assist	N	311	67
	%	3.8%	8.6%
Warrant	N	3	1
	%	0.0%	0.1%
APB	N	39	5
	%	0.5%	0.6%
Suspicious Person	N	115	12
	%	1.4%	1.5%
More Than One	N	138	18
	%	1.7%	2.3%

NORTH PROVIDENCE

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	6,906					
Reason for the Stop:		%	N			
	Investigatory	6.4%	(436)			
	Motor Vehicle	92.1%	(6325)			
	Assist	1.5%	(103)			
Basis for the Stop:		%	N		%	N
	Speeding	22.8%	(1566)	Call for Service	1.0%	(68)
	Other Traffic Violations	23.0%	(1584)	APB	0.2%	(12)
	Equipment Violations	40.0%	(2752)	Suspicious Person	2.5%	(171)
	Registration Violation	7.2%	(494)	Motorist Assist	1.3%	(89)
	City or Town Ordinance	0.1%	(10)	Warrant	0.3%	(20)
	Special Detail	1.7%	(115)			
Outcome of the Stop:		%	N			
	Citation	43.2%	(2967)			
	Notice of Demand	5.7%	(394)			
	Warning	37.5%	(2573)			
	Arrest	9.1%	(628)			
	No Action	4.4%	(305)			
		%	N			
Stops with Search:		5.8%	(401)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	24.2%	(1612)			
	2nd Shift (4 p to 12 a)	36.8%	(2450)			
	3rd Shift (12 a to 8 a)	39.0%	(2597)			
Date of Week:		%	N			
	Weekday	79.8%	(5470)			
	Weekend	20.2%	(1387)			
Season:		%	N			
	Winter	19.2%	(1321)			
	Spring	28.9%	(1987)			
	Summer	27.9%	(1920)			
	Fall	23.9%	(1644)			
Driver Race:		%	N		%	N
	White	76.0%	(5229)	Asian	1.0%	(71)
	Black/African American	11.7%	(806)	Native American	0.0%	(2)
	Hispanic	11.0%	(755)	Other	0.2%	(13)
Driver Gender:		%	N			
	Male	68.2%	(4690)			
	Female	31.8%	(2184)			

NORTH PROVIDENCE

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
District 1	N	511	67	578	District 1	N	492	56	548
	%	88.4%	11.6%	100.0%		%	89.8%	10.2%	100.0%
District 2	N	57	10	67	District 2	N	33	5	38
	%	85.1%	14.9%	100.0%		%	86.8%	13.2%	100.0%
District 3	N	295	43	338	District 3	N	117	18	135
	%	87.3%	12.7%	100.0%		%	86.7%	13.3%	100.0%
District 4	N	40	5	45	District 4	N	23	3	26
	%	88.9%	11.1%	100.0%		%	88.5%	11.5%	100.0%
District 5	N	211	27	238	District 5	N	72	13	85
	%	88.7%	11.3%	100.0%		%	84.7%	15.3%	100.0%
District 6	N	148	31	179	District 6	N	79	10	89
	%	82.7%	17.3%	100.0%		%	88.8%	11.2%	100.0%
District 7	N	262	62	324	District 7	N	157	30	187
	%	80.9%	19.1%	100.0%		%	84.0%	16.0%	100.0%
District 8	N	193	53	246	District 8	N	114	23	137
	%	78.5%	21.5%	100.0%		%	83.2%	16.8%	100.0%
District 9	N	16	8	24	District 9	N	9	2	11
	%	66.7%	33.3%	100.0%		%	81.8%	18.2%	100.0%
District 10	N	201	72	273	District 10	N	135	25	160
	%	73.6%	26.4%	100.0%		%	84.4%	15.6%	100.0%
District 11	N	449	150	599	District 11	N	332	101	433
	%	75.0%	25.0%	100.0%		%	76.7%	23.3%	100.0%
District 12	N	710	319	1029	District 12	N	417	164	581
	%	69.0%	31.0%	100.0%		%	71.8%	28.2%	100.0%
District 13	N	366	230	596	District 13	N	262	123	385
	%	61.4%	38.6%	100.0%		%	68.1%	31.9%	100.0%
District 14	N	412	249	661	District 14	N	266	124	390
	%	62.3%	37.7%	100.0%		%	68.2%	31.8%	100.0%
District 15	N	337	143	480	District 15	N	199	82	281
	%	70.2%	29.8%	100.0%		%	70.8%	29.2%	100.0%
District 16	N	613	279	892	District 16	N	404	151	555
	%	68.7%	31.3%	100.0%		%	72.8%	27.2%	100.0%
District 17	N	483	322	805	District 17	N	416	266	682
	%	60.0%	40.0%	100.0%		%	61.0%	39.0%	100.0%
District 18	N	220	93	313	District 18	N	137	29	166
	%	70.3%	29.7%	100.0%		%	82.5%	17.5%	100.0%
District 19	N	67	20	87	District 19	N	54	23	77
	%	77.0%	23.0%	100.0%		%	70.1%	29.9%	100.0%

NORTH PROVIDENCE

District 20	N	76	13	89
	%	85.4%	14.6%	100.0%
District 21	N	361	70	431
	%	83.8%	16.2%	100.0%
District 22	N	361	66	427
	%	84.5%	15.5%	100.0%
District 23	N	124	30	154
	%	80.5%	19.5%	100.0%
District 24	N	43	9	52
	%	82.7%	17.3%	100.0%
District 25	N	314	78	392
	%	80.1%	19.9%	100.0%
District 26	N	238	34	272
	%	87.5%	12.5%	100.0%
District 27	N	180	43	223
	%	80.7%	19.3%	100.0%
District 28	N	99	18	117
	%	84.6%	15.4%	100.0%
District 29	N	197	57	254
	%	77.6%	22.4%	100.0%
District 30	N	1	2	3
	%	33.3%	66.7%	100.0%
District 31	N	99	76	175
	%	56.6%	43.4%	100.0%
District 32	N	0	1	1
	%	0.0%	100.0%	100.0%
District 34	N	1	3	4
	%	25.0%	75.0%	100.0%
District 36	N	4	0	4
	%	100.0%	0.0%	100.0%
District 39	N	2	0	2
	%	100.0%	0.0%	100.0%
District 40	N	1	0	1
	%	100.0%	0.0%	100.0%
District 44	N	5	0	5
	%	100.0%	0.0%	100.0%
District 45	N	2	0	2
	%	100.0%	0.0%	100.0%
District 46	N	1	0	1
	%	100.0%	0.0%	100.0%
District 51	N	3	0	3
	%	100.0%	0.0%	100.0%
District 58	N	1	1	2
	%	50.0%	50.0%	100.0%

District 20	N	38	3	41
	%	92.7%	7.3%	100.0%
District 21	N	263	52	315
	%	83.5%	16.5%	100.0%
District 22	N	269	52	321
	%	83.8%	16.2%	100.0%
District 23	N	77	24	101
	%	76.2%	23.8%	100.0%
District 24	N	56	21	77
	%	72.7%	27.3%	100.0%
District 25	N	218	86	304
	%	71.7%	28.3%	100.0%
District 26	N	140	30	170
	%	82.4%	17.6%	100.0%
District 27	N	166	27	193
	%	86.0%	14.0%	100.0%
District 28	N	111	23	134
	%	82.8%	17.2%	100.0%
District 29	N	105	51	156
	%	67.3%	32.7%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	2,166	637	2,803	N	1885	557	2442
(8am - 4pm)	%	77.3%	22.7%	100.0%	%	77.2%	22.8%	100.0%
2nd Shift	N	3,620	1,382	5,002	N	1921	671	2592
(4pm – 12am)	%	72.4%	27.6%	100.0%	%	74.1%	25.9%	100.0%
3rd Shift	N	1,595	561	2,156	N	1240	368	1608
(12am – 8am)	%	74.0%	26.0%	100.0%	%	77.1%	22.9%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	1,605	610	2,215	N	961	353	1314
(Dec – Feb)	%	72.5%	27.5%	100.0%	%	73.1%	26.9%	100.0%
Spring	N	2,474	881	3,355	N	1517	465	1982
(Mar – May)	%	73.7%	26.3%	100.0%	%	76.5%	23.5%	100.0%
Summer	N	1,943	680	2,623	N	1484	433	1917
(Jun – Aug)	%	74.1%	25.9%	100.0%	%	77.4%	22.6%	100.0%
Fall	N	1,850	573	2,423	N	1255	385	1640
(Sep – Nov)	%	76.4%	23.6%	100.0%	%	76.5%	23.5%	100.0%

4. Racial Differences in Stops by Shift for Each Location

	Location		2001-2003		Location		2004-2005	
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Shift 1 (8am - 4pm)	District 1	N	83	16	District 1	N	169	17
		%	83.8%	16.2%		%	90.9%	9.1%
Shift 2 (4pm - 12am)		N	298	36		N	219	24
		%	89.2%	10.8%		%	90.1%	9.9%
Shift 3 (12am - 8am)		N	105	11		N	86	12
		%	90.5%	9.5%		%	87.8%	12.2%
Shift 1 (8am - 4pm)	District 2	N	11	3	District 2	N	18	2
		%	78.6%	21.4%		%	90.0%	10.0%
Shift 2 (4pm - 12am)		N	31	4		N	10	2
		%	88.6%	11.4%		%	83.3%	16.7%
Shift 3 (12am - 8am)		N	11	1		N	4	1
		%	91.7%	8.3%		%	80.0%	20.0%
Shift 1 (8am - 4pm)	District 3	N	51	8	District 3	N	28	4
		%	86.4%	13.6%		%	87.5%	12.5%
Shift 2 (4pm - 12am)		N	150	19		N	40	7
		%	88.8%	11.2%		%	85.1%	14.9%
Shift 3 (12am - 8am)		N	71	9		N	45	6
		%	88.8%	11.3%		%	88.2%	11.8%
Shift 1 (8am - 4pm)	District 4	N	19	1	District 4	N	9	3
		%	95.0%	5.0%		%	75.0%	25.0%
Shift 2 (4pm - 12am)		N	9	2		N	7	0
		%	81.8%	18.2%		%	100.0%	0.0%
Shift 3 (12am - 8am)		N	10	2		N	7	0
		%	83.3%	16.7%		%	100.0%	0.0%
Shift 1 (8am - 4pm)	District 5	N	59	8	District 5	N	26	3
		%	88.1%	11.9%		%	89.7%	10.3%
Shift 2 (4pm - 12am)		N	103	12		N	38	6
		%	89.6%	10.4%		%	86.4%	13.6%
Shift 3 (12am - 8am)		N	37	6		N	7	4
		%	86.0%	14.0%		%	63.6%	36.4%
Shift 1 (8am - 4pm)	District 6	N	39	6	District 6	N	29	5
		%	86.7%	13.3%		%	85.3%	14.7%
Shift 2 (4pm - 12am)		N	55	15		N	22	4
		%	78.6%	21.4%		%	84.6%	15.4%
Shift 3 (12am - 8am)		N	39	8		N	25	1
		%	83.0%	17.0%		%	96.2%	3.8%
Shift 1 (8am - 4pm)	District 7	N	86	20	District 7	N	69	8
		%	81.1%	18.9%		%	89.6%	10.4%
Shift 2 (4pm - 12am)		N	119	30		N	54	14
		%	79.9%	20.1%		%	79.4%	20.6%
Shift 3 (12am - 8am)		N	34	8		N	26	8
		%	81.0%	19.0%		%	76.5%	23.5%
Shift 1 (8am - 4pm)	District 8	N	35	16	District 8	N	52	10
		%	68.6%	31.4%		%	83.9%	16.1%
Shift 2 (4pm - 12am)		N	99	24		N	28	5
		%	80.5%	19.5%		%	84.8%	15.2%
Shift 3 (12am - 8am)		N	43	11		N	32	7

		%	79.6%	20.4%		%	82.1%	17.9%
Shift 1 (8am - 4pm)	District 9	N	4	4	District 9	N	3	1
		%	50.0%	50.0%		%	75.0%	25.0%
Shift 2 (4pm - 12am)		N	6	4		N	5	1
		%	60.0%	40.0%		%	83.3%	16.7%
Shift 3 (12am - 8am)		N	5	0		N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%
Shift 1 (8am - 4pm)	District 10	N	43	14	District 10	N	67	10
		%	75.4%	24.6%		%	87.0%	13.0%
Shift 2 (4pm - 12am)		N	78	33		N	34	7
		%	70.3%	29.7%		%	82.9%	17.1%
Shift 3 (12am - 8am)		N	64	18		N	29	8
		%	78.0%	22.0%		%	78.4%	21.6%
Shift 1 (8am - 4pm)	District 11	N	242	55	District 11	N	212	40
		%	81.5%	18.5%		%	84.1%	15.9%
Shift 2 (4pm - 12am)		N	98	41		N	62	34
		%	70.5%	29.5%		%	64.6%	35.4%
Shift 3 (12am - 8am)		N	61	39		N	46	23
		%	61.0%	39.0%		%	66.7%	33.3%
Shift 1 (8am - 4pm)	District 12	N	200	57	District 12	N	90	20
		%	77.8%	22.2%		%	81.8%	18.2%
Shift 2 (4pm - 12am)		N	347	164		N	174	78
		%	67.9%	32.1%		%	69.0%	31.0%
Shift 3 (12am - 8am)		N	105	75		N	144	61
		%	58.3%	41.7%		%	70.2%	29.8%
Shift 1 (8am - 4pm)	District 13	N	99	51	District 13	N	61	29
		%	66.0%	34.0%		%	67.8%	32.2%
Shift 2 (4pm - 12am)		N	145	91		N	130	58
		%	61.4%	38.6%		%	69.1%	30.9%
Shift 3 (12am - 8am)		N	88	72		N	68	33
		%	55.0%	45.0%		%	67.3%	32.7%
Shift 1 (8am - 4pm)	District 14	N	90	49	District 14	N	67	40
		%	64.7%	35.3%		%	62.6%	37.4%
Shift 2 (4pm - 12am)		N	198	122		N	120	44
		%	61.9%	38.1%		%	73.2%	26.8%
Shift 3 (12am - 8am)		N	97	56		N	67	37
		%	63.4%	36.6%		%	64.4%	35.6%
Shift 1 (8am - 4pm)	District 15	N	67	20	District 15	N	55	21
		%	77.0%	23.0%		%	72.4%	27.6%
Shift 2 (4pm - 12am)		N	153	77		N	87	36
		%	66.5%	33.5%		%	70.7%	29.3%
Shift 3 (12am - 8am)		N	95	40		N	51	24
		%	70.4%	29.6%		%	68.0%	32.0%
Shift 1 (8am - 4pm)	District 16	N	145	44	District 16	N	88	28
		%	76.7%	23.3%		%	75.9%	24.1%
Shift 2 (4pm - 12am)		N	338	190		N	219	95
		%	64.0%	36.0%		%	69.7%	30.3%
Shift 3 (12am - 8am)		N	100	31		N	78	24
		%	76.3%	23.7%		%	76.5%	23.5%
Shift 1 (8am - 4pm)	District 17	N	149	87	District 17	N	212	140
		%	63.1%	36.9%		%	60.2%	39.8%

Shift 2 (4pm - 12am)		N	232	182		N	139	105
		%	56.0%	44.0%		%	57.0%	43.0%
Shift 3 (12am - 8am)		N	60	33		N	50	16
		%	64.5%	35.5%		%	75.8%	24.2%
Shift 1 (8am - 4pm)	District 18	N	47	21	District 18	N	42	6
		%	69.1%	30.9%		%	87.5%	12.5%
Shift 2 (4pm - 12am)		N	97	47		N	37	13
		%	67.4%	32.6%		%	74.0%	26.0%
Shift 3 (12am - 8am)		N	54	19		N	54	10
		%	74.0%	26.0%		%	84.4%	15.6%
Shift 1 (8am - 4pm)	District 19	N	43	8	District 19	N	20	10
		%	84.3%	15.7%		%	66.7%	33.3%
Shift 2 (4pm - 12am)		N	13	9		N	19	6
		%	59.1%	40.9%		%	76.0%	24.0%
Shift 3 (12am - 8am)		N	10	1		N	13	6
		%	90.9%	9.1%		%	68.4%	31.6%
Shift 1 (8am - 4pm)	District 20	N	35	3	District 20	N	14	2
		%	92.1%	7.9%		%	87.5%	12.5%
Shift 2 (4pm - 12am)		N	18	8		N	9	1
		%	69.2%	30.8%		%	90.0%	10.0%
Shift 3 (12am - 8am)		N	14	1		N	14	0
		%	93.3%	6.7%		%	100.0%	0.0%
Shift 1 (8am - 4pm)	District 21	N	126	16	District 21	N	115	19
		%	88.7%	11.3%		%	85.8%	14.2%
Shift 2 (4pm - 12am)		N	142	35		N	54	12
		%	80.2%	19.8%		%	81.8%	18.2%
Shift 3 (12am - 8am)		N	68	13		N	90	17
		%	84.0%	16.0%		%	84.1%	15.9%
Shift 1 (8am - 4pm)	District 22	N	103	25	District 22	N	111	16
		%	80.5%	19.5%		%	87.4%	12.6%
Shift 2 (4pm - 12am)		N	151	26		N	73	22
		%	85.3%	14.7%		%	76.8%	23.2%
Shift 3 (12am - 8am)		N	82	10		N	65	9
		%	89.1%	10.9%		%	87.8%	12.2%
Shift 1 (8am - 4pm)	District 23	N	16	9	District 23	N	33	12
		%	64.0%	36.0%		%	73.3%	26.7%
Shift 2 (4pm - 12am)		N	68	11		N	24	5
		%	86.1%	13.9%		%	82.8%	17.2%
Shift 3 (12am - 8am)		N	34	7		N	18	5
		%	82.9%	17.1%		%	78.3%	21.7%
Shift 1 (8am - 4pm)	District 24	N	11	0	District 24	N	25	12
		%	100.0%	0.0%		%	67.6%	32.4%
Shift 2 (4pm - 12am)		N	20	6		N	14	4
		%	76.9%	23.1%		%	77.8%	22.2%
Shift 3 (12am - 8am)		N	10	3		N	15	4
		%	76.9%	23.1%		%	78.9%	21.1%
Shift 1 (8am - 4pm)	District 25	N	100	38	District 25	N	109	44
		%	72.5%	27.5%		%	71.2%	28.8%
Shift 2 (4pm - 12am)		N	158	26		N	57	20
		%	85.9%	14.1%		%	74.0%	26.0%
Shift 3 (12am - 8am)		N	33	8		N	45	19

		%	80.5%	19.5%		%	70.3%	29.7%
Shift 1 (8am - 4pm)	District 26	N	87	7	District 26	N	42	15
		%	92.6%	7.4%		%	73.7%	26.3%
Shift 2 (4pm - 12am)		N	86	15		N	49	7
		%	85.1%	14.9%		%	87.5%	12.5%
Shift 3 (12am - 8am)		N	43	4		N	45	6
		%	91.5%	8.5%		%	88.2%	11.8%
Shift 1 (8am - 4pm)	District 27	N	38	8	District 27	N	34	3
		%	82.6%	17.4%		%	91.9%	8.1%
Shift 2 (4pm - 12am)		N	74	21		N	89	17
		%	77.9%	22.1%		%	84.0%	16.0%
Shift 3 (12am - 8am)		N	51	13		N	37	6
		%	79.7%	20.3%		%	86.0%	14.0%
Shift 1 (8am - 4pm)	District 28	N	18	7	District 28	N	16	2
		%	72.0%	28.0%		%	88.9%	11.1%
Shift 2 (4pm - 12am)		N	35	11		N	49	11
		%	76.1%	23.9%		%	81.7%	18.3%
Shift 3 (12am - 8am)		N	40	0		N	40	9
		%	100.0%	0.0%		%	81.6%	18.4%
Shift 1 (8am - 4pm)	District 29	N	26	6	District 29	N	43	26
		%	81.3%	18.8%		%	62.3%	37.7%
Shift 2 (4pm - 12am)		N	135	35		N	30	17
		%	79.4%	20.6%		%	63.8%	36.2%
Shift 3 (12am - 8am)		N	27	11		N	28	8
		%	71.1%	28.9%		%	77.8%	22.2%
Shift 1 (8am - 4pm)	District 30	N	0	0				
		%	0.0%	0.0%				
Shift 2 (4pm - 12am)		N	1	2				
		%	33.3%	66.7%				
Shift 3 (12am - 8am)		N	0	0				
		%	0.0%	0.0%				
Shift 1 (8am - 4pm)	District 31	N	8	8				
		%	50.0%	50.0%				
Shift 2 (4pm - 12am)		N	45	33				
		%	57.7%	42.3%				
Shift 3 (12am - 8am)		N	41	32				
		%	56.2%	43.8%				
Shift 1 (8am - 4pm)	District 32	N	0	0				
		%	0.0%	0.0%				
Shift 2 (4pm - 12am)		N	0	0				
		%	0.0%	0.0%				
Shift 3 (12am - 8am)		N	0	1				
		%	0.0%	100.0%				
Shift 1 (8am - 4pm)	District 34	N	0	0				
		%	0.0%	0.0%				
Shift 2 (4pm - 12am)		N	1	2				
		%	33.3%	66.7%				
Shift 3 (12am - 8am)		N	0	0				
		%	0.0%	0.0%				
Shift 1 (8am - 4pm)	District 36	N	4	0				
		%	100.0%	0.0%				

Shift 2 (4pm - 12am)		N	0	0
		%	0.0%	0.0%
Shift 3 (12am - 8am)		N	0	0
		%	0.0%	0.0%
Shift 1 (8am - 4pm)	District 39	N	0	0
		%	0.0%	0.0%
Shift 2 (4pm - 12am)		N	2	0
		%	100.0%	0.0%
Shift 3 (12am - 8am)		N	0	0
		%	0.0%	0.0%
Shift 1 (8am - 4pm)	District 40	N	1	0
		%	100.0%	0.0%
Shift 2 (4pm - 12am)		N	0	0
		%	0.0%	0.0%
Shift 3 (12am - 8am)		N	0	0
		%	0.0%	0.0%
Shift 1 (8am - 4pm)	District 44	N	3	0
		%	100.0%	0.0%
Shift 2 (4pm - 12am)		N	0	0
		%	0.0%	0.0%
Shift 3 (12am - 8am)		N	0	0
		%	0.0%	0.0%
Shift 1 (8am - 4pm)	District 45	N	1	0
		%	100.0%	0.0%
Shift 2 (4pm - 12am)		N	1	0
		%	100.0%	0.0%
Shift 3 (12am - 8am)		N	0	0
		%	0.0%	0.0%
Shift 1 (8am - 4pm)	District 46	N	0	0
		%	0.0%	0.0%
Shift 2 (4pm - 12am)		N	0	0
		%	0.0%	0.0%
Shift 3 (12am - 8am)		N	1	0
		%	100.0%	0.0%
Shift 1 (8am - 4pm)	District 51	N	0	0
		%	0.0%	0.0%
Shift 2 (4pm - 12am)		N	3	0
		%	100.0%	0.0%
Shift 3 (12am - 8am)		N	0	0
		%	0.0%	0.0%
Shift 1 (8am - 4pm)	District 58	N	1	1
		%	50.0%	50.0%
Shift 2 (4pm - 12am)		N	0	0
		%	0.0%	0.0%
Shift 3 (12am - 8am)		N	0	0
		%	0.0%	0.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	2,570	N	1638
	%	24.8%	%	24.0%
Non-White Male over 30	N	867	N	552
	%	8.4%	%	8.1%
White Male under 31	N	3,021	N	1801
	%	29.1%	%	26.4%
Non-White Male under 31	N	1,347	N	661
	%	13.0%	%	9.7%
White Female over 30	N	1121	N	913
	%	10.8%	%	13.4%
Non-White Female over 30	N	204	N	215
	%	2.0%	%	3.2%
White Female under 31	N	989	N	834
	%	9.5%	%	12.2%
Non-White Female under 31	N	254	N	204
	%	2.4%	%	3.0%
Total	N	10,373	N	6818
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	715	333	N	329	107
	%	9.0%	12.1%	%	6.3%	6.6%
Motor Vehicle Violation	N	7183	2417	N	4769	1509
	%	90.6%	87.5%	%	92.0%	92.5%
Assist	N	27	11	N	87	16
	%	0.3%	0.4%	%	1.7%	1.0%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	District 1	N	42	8	District 1	N	26	6
		%	84.0%	16.0%		%	81.3%	18.8%
Motor Vehicle Violation		N	457	58		N	453	49
		%	88.7%	11.3%		%	90.2%	9.8%
Assist		N	1	0		N	7	0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	District 2	N	4	0	District 2	N	0	3
		%	100.0%	0.0%		%	0.0%	100.0%
Motor Vehicle Violation		N	51	10		N	33	2
		%	83.6%	16.4%		%	94.3%	5.7%
Assist		N	0	0		N	0	0
		%	0.0%	0.0%		%	0.0%	0.0%
Investigatory	District 3	N	26	5	District 3	N	6	1
		%	83.9%	16.1%		%	85.7%	14.3%
Motor Vehicle Violation		N	261	35		N	105	16
		%	88.2%	11.8%		%	86.8%	13.2%
Assist		N	2	1		N	5	1
		%	66.7%	33.3%		%	83.3%	16.7%
Investigatory	District 4	N	2	1	District 4	N	3	1
		%	66.7%	33.3%		%	75.0%	25.0%
Motor Vehicle Violation		N	36	4		N	19	2
		%	90.0%	10.0%		%	90.5%	9.5%
Assist		N	1	0		N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	District 5	N	7	2	District 5	N	2	1
		%	77.8%	22.2%		%	66.7%	33.3%
Motor Vehicle Violation		N	202	25		N	68	12
		%	89.0%	11.0%		%	85.0%	15.0%
Assist		N	0	0		N	2	0
		%	0.0%	0.0%		%	100.0%	0.0%
Investigatory	District 6	N	10	5	District 6	N	2	0
		%	66.7%	33.3%		%	100.0%	0.0%
Motor Vehicle Violation		N	135	26		N	71	9
		%	83.9%	16.1%		%	88.8%	11.3%
Assist		N	0	0		N	4	1
		%	0.0%	0.0%		%	80.0%	20.0%
Investigatory	District 7	N	16	6	District 7	N	10	2
		%	72.7%	27.3%		%	83.3%	16.7%
Motor Vehicle Violation		N	239	56		N	144	28
		%	81.0%	19.0%		%	83.7%	16.3%
Assist		N	2	0		N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	District 8	N	16	6	District 8	N	8	3
		%	72.7%	27.3%		%	72.7%	27.3%
Motor Vehicle Violation		N	174	46		N	103	20
		%	79.1%	20.9%		%	83.7%	16.3%
Assist		N	0	0		N	2	0

		%	0.0%	0.0%		%	100.0%	0.0%
Investigatory	District 9	N	1	0	District 9	N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	14	7		N	7	2
		%	66.7%	33.3%		%	77.8%	22.2%
Assist		N	15	7		N	1	0
		%	68.2%	31.8%		%	100.0%	0.0%
Investigatory	District 10	N	18	7	District 10	N	10	1
		%	72.0%	28.0%		%	90.9%	9.1%
Motor Vehicle Violation		N	180	64		N	123	24
		%	73.8%	26.2%		%	83.7%	16.3%
Assist		N	0	0.0%		N	1	0
		%	0.0%	0.0%		%	100.0%	0.0%
Investigatory	District 11	N	42	18	District 11	N	7	0
		%	70.0%	30.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	399	125		N	320	100
		%	76.1%	23.9%		%	76.2%	23.8%
Assist		N	1	2		N	1	1
		%	33.3%	66.7%		%	50.0%	50.0%
Investigatory	District 12	N	67	38	District 12	N	22	6
		%	63.8%	36.2%		%	78.6%	21.4%
Motor Vehicle Violation		N	625	275.0%		N	388	156
		%	69.4%	30.6%		%	71.3%	28.7%
Assist		N	3	0		N	4	1
		%	100.0%	0.0%		%	80.0%	20.0%
Investigatory	District 13	N	68	31	District 13	N	18	6
		%	68.7%	31.3%		%	75.0%	25.0%
Motor Vehicle Violation		N	290	196		N	240	116
		%	59.7%	40.3%		%	67.4%	32.6%
Assist		N	1	0		N	0	0
		%	100.0%	0.0%		%	0.0%	0.0%
Investigatory	District 14	N	62	49	District 14	N	24	7
		%	55.9%	44.1%		%	77.4%	22.6%
Motor Vehicle Violation		N	341	195		N	229	114
		%	63.6%	36.4%		%	66.8%	33.2%
Assist		N	2	1		N	11	1
		%	66.7%	33.3%		%	91.7%	8.3%
Investigatory	District 15	N	23	19	District 15	N	22	5
		%	54.8%	45.2%		%	81.5%	18.5%
Motor Vehicle Violation		N	304	121		N	171	72
		%	71.5%	28.5%		%	70.4%	29.6%
Assist		N	4	1		N	4	3
		%	80.0%	20.0%		%	57.1%	42.9%
Investigatory	District 16	N	45	20	District 16	N	32	15
		%	69.2%	30.8%		%	68.1%	31.9%
Motor Vehicle Violation		N	549	249		N	359	131
		%	68.8%	31.2%		%	73.3%	26.7%
Assist		N	4	2		N	12	1
		%	66.7%	33.3%		%	92.3%	7.7%
Investigatory	District 17	N	47	30	District 17	N	33	24
		%	61.0%	39.0%		%	57.9%	42.1%

Motor Vehicle Violation		N	431	288		N	372	236
		%	59.9%	40.1%		%	61.2%	38.8%
Assist		N	0	0		N	5	4
		%	0.0%	0.0%		%	55.6%	44.4%
Investigatory	District 18	N	18	12	District 18	N	8	1
		%	60.0%	40.0%		%	88.9%	11.1%
Motor Vehicle Violation		N	195	80		N	126	28
		%	70.9%	29.1%		%	81.8%	18.2%
Assist		N	1	1		N	1	0
		%	50.0%	50.0%		%	100.0%	0.0%
Investigatory	District 19	N	6	8	District 19	N	9	2
		%	42.9%	57.1%		%	81.8%	18.2%
Motor Vehicle Violation		N	58	12		N	45	20
		%	82.9%	17.1%		%	69.2%	30.8%
Assist		N	0	0		N	0	0
		%	0.0%	0.0%		%	0.0%	0.0%
Investigatory	District 20	N	4	3	District 20	N	2	0
		%	57.1%	42.9%		%	100.0%	0.0%
Motor Vehicle Violation		N	72	9		N	36	3
		%	88.9%	11.1%		%	92.3%	7.7%
Assist		N	0	0		N	0	0
		%	0.0%	0.0%		%	0.0%	0.0%
Investigatory	District 21	N	21	7	District 21	N	11	1
		%	75.0%	25.0%		%	91.7%	8.3%
Motor Vehicle Violation		N	337	62		N	246	51
		%	84.5%	15.5%		%	82.8%	17.2%
Assist		N	0	0		N	3	0
		%	0.0%	0.0%		%	100.0%	0.0%
Investigatory	District 22	N	22	6	District 22	N	10	3
		%	78.6%	21.4%		%	76.9%	23.1%
Motor Vehicle Violation		N	332	60		N	249	49
		%	84.7%	15.3%		%	83.6%	16.4%
Assist		N	1	0		N	10	0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	District 23	N	5	2	District 23	N	5	0
		%	71.4%	28.6%		%	100.0%	0.0%
Motor Vehicle Violation		N	117	28		N	72	24
		%	80.7%	19.3%		%	75.0%	25.0%
Assist		N	0	0		N	0	0
		%	0.0%	0.0%		%	0.0%	0.0%
Investigatory	District 24	N	2	3	District 24	N	4	1
		%	40.0%	60.0%		%	80.0%	20.0%
Motor Vehicle Violation		N	41	6		N	52	20
		%	87.2%	12.8%		%	72.2%	27.8%
Assist		N	0	0		N	56	21
		%	0.0%	0.0%		%	72.7%	27.3%
Investigatory	District 25	N	10	3	District 25	N	13	5
		%	76.9%	23.1%		%	72.2%	27.8%
Motor Vehicle Violation		N	302	72		N	198	79
		%	80.7%	19.3%		%	71.5%	28.5%
Assist		N	0	1		N	4	1

		%	0.0%	100.0%		%	80.0%	20.0%
Investigatory	District 26	N	12	1	District 26	N	11	3
		%	92.3%	7.7%		%	78.6%	21.4%
Motor Vehicle Violation		N	224	32		N	127	26
		%	87.5%	12.5%		%	83.0%	17.0%
Assist		N	0	0		N	2	1
		%	0.0%	0.0%		%	66.7%	33.3%
Investigatory	District 27	N	12	2	District 27	N	9	1
		%	85.7%	14.3%		%	90.0%	10.0%
Motor Vehicle Violation		N	167	41		N	156	26
		%	80.3%	19.7%		%	85.7%	14.3%
Assist		N	0	0		N	1	0
		%	0.0%	0.0%		%	100.0%	0.0%
Investigatory	District 28	N	8	1	District 28	N	4	0
		%	88.9%	11.1%		%	100.0%	0.0%
Motor Vehicle Violation		N	90	17		N	103	23
		%	84.1%	15.9%		%	81.7%	18.3%
Assist		N	0	0		N	3	0
		%	0.0%	0.0%		%	100.0%	0.0%
Investigatory	District 29	N	9	0	District 29	N	9	2
		%	100.0%	0.0%		%	81.8%	17.2%
Motor Vehicle Violation		N	184	55		N	96	48
		%	77.0%	23.0%		%	66.7%	33.3%
Assist		N	0	0		N	0	1
		%	0.0%	0.0%		%	0.0%	100.0%
Investigatory	District 30	N	1	2				
		%	33.3%	66.7%				
Motor Vehicle Violation		N	0	0				
		%	0.0%	0.0%				
Assist		N	0	0				
		%	0.0%	0.0%				
Investigatory	District 31	N	16	11				
		%	59.3%	40.7%				
Motor Vehicle Violation		N	81	63				
		%	56.3%	43.8%				
Assist		N	0	0				
		%	0.0%	0.0%				
Investigatory	District 32	N	0	1				
		%	0.0%	100.0%				
Motor Vehicle Violation		N	0	0				
		%	0.0%	0.0%				
Assist		N	0	0				
		%	0.0%	0.0%				
Investigatory	District 34	N	0	3				
		%	0.0%	100.0%				
Motor Vehicle Violation		N	0	0				
		%	0.0%	0.0%				
Assist		N	0	0				
		%	0.0%	0.0%				
Investigatory	District 36	N	4	0				
		%	100.0%	0.0%				

Motor Vehicle Violation		N	0	0
		%	0.0%	0.0%
Assist		N	0	0
		%	0.0%	0.0%
Investigatory	District 39	N	2	0
		%	100.0%	0.0%
Motor Vehicle Violation		N	0	0
		%	0.0%	0.0%
Assist		N	0	0
		%	0.0%	0.0%
Investigatory	District 40	N	1	0
		%	100.0%	0.0%
Motor Vehicle Violation		N	0	0
		%	0.0%	0.0%
Assist		N	0	0
		%	0.0%	0.0%
Investigatory	District 44	N	5	0
		%	100.0%	0.0%
Motor Vehicle Violation		N	0	0
		%	0.0%	0.0%
Assist		N	0	0
		%	0.0%	0.0%
Investigatory	District 45	N	2	0
		%	100.0%	0.0%
Motor Vehicle Violation		N	0	0
		%	0.0%	0.0%
Assist		N	0	0
		%	0.0%	0.0%
Investigatory	District 46	N	1	0
		%	100.0%	0.0%
Motor Vehicle Violation		N	0	0
		%	0.0%	0.0%
Assist		N	0	0
		%	0.0%	0.0%
Investigatory	District 51	N	3	0
		%	100.0%	0.0%
Motor Vehicle Violation		N	0.0%	0
		%	0	0.0%
Assist		N	0.0%	0
		%	0	0.0%
Investigatory	District 58	N	1	1
		%	50.0%	50.0%
Motor Vehicle Violation		N	0	0
		%	0.0%	0.0%
Assist		N	0	0
		%	0.0%	0.0%

8. Basis for Stop by Race

2001-2003				2004-2005			
Basis for Stop		**White**	**Non-White**	**Basis for Stop**		**White**	**Non-White**
Speeding (High)	N	570	110	Speeding (High)	N	255	32
	%	7.2%	3.8%		%	4.9%	2.0%
Speeding (Low)	N	864	135	Speeding (Low)	N	1079	160
	%	10.9%	4.6%		%	20.8%	9.8%
Other Traffic Violation	N	2,874	695	Other Traffic Violation	N	1290	266
	%	36.3%	23.9%		%	24.8%	16.3%
Equipment Violation	N	2,717	1,496	Equipment Violation	N	1825	828
	%	34.3%	51.4%		%	35.1%	50.6%
Registration Violation	N	434	320	Registration Violation	N	243	158
	%	5.5%	11.0%		%	4.7%	9.7%
Calls for Service/APB	N	76	33	Calls for Service	N	53	14
	%	1.0%	1.5%		%	1.0%	0.9%
City Ordinance Violation	N	67	16	City Ordinance Violation	N	7	3
	%	0.8%	0.5%		%	0.1%	0.2%
Special Detail	N	273	63	Special Detail	N	96	12
	%	3.5%	2.2%		%	1.8%	0.7%
Motorist Assist	N	31	10	Motorist Assist	N	72	15
	%	0.4%	0.3%		%	1.4%	0.9%
Warrant	N	12	23	Warrant	N	7	10
	%	0.2%	0.8%		%	0.1%	0.6%
				APB	N	8	3
					%	0.2%	0.2%
				Suspicious Person	N	113	47
					%	2.2%	2.9%
				More Than One	N	145	87
					%	2.8%	5.3%

NORTH SMITHFIELD

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	3,081					
Reason for the Stop:		%	N			
	Investigatory	5.3%	(164)			
	Motor Vehicle	87.2%	(2683)			
	Assist	7.5%	(230)			
Basis for the Stop:		%	N		%	N
	Speeding	36.2%	(1116)	Call for Service	1.2%	(37)
	Other Traffic Violations	11.5%	(354)	APB	0.5%	(16)
	Equipment Violations	32.0%	(985)	Suspicious Person	2.6%	(80)
	Registration Violation	6.6%	(203)	Motorist Assist	7.6%	(233)
	City or Town Ordinance	0.0%	(1)	Warrant	0.1%	(4)
	Special Detail	1.6%	(50)			
Outcome of the Stop:		%	N			
	Citation	24.8%	(762)			
	Notice of Demand	14.2%	(436)			
	Warning	43.8%	(1345)			
	Arrest	6.8%	(209)			
	No Action	10.4%	(319)			
		%	N			
Stops with Search:		10.3%	(317)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	29.4%	(892)			
	2nd Shift (4 p to 12 a)	39.6%	(1202)			
	3rd Shift (12 a to 8 a)	31.1%	(944)			
Date of Week:		%	N			
	Weekday	76.0%	(2333)			
	Weekend	24.0%	(736)			
Season:		%	N			
	Winter	23.6%	(727)			
	Spring	30.6%	(942)			
	Summer	24.2%	(744)			
	Fall	21.6%	(664)			
Driver Race:		%	N		%	N
	White	77.6%	(2391)	Asian	2.3%	(71)
	Black/African American	8.6%	(265)	Native American	0.1%	(4)
	Hispanic	10.9%	(337)	Other	0.4%	(12)
Driver Gender:		%	N			
	Male	70.4%	(2166)			
	Female	29.6%	(911)			

NORTH SMITHFIELD

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003		
Location		**White**	**Non-White**	**Total**
District 1	N	2,531	736	3,267
	%	77.5%	22.5%	100.0%
District 2	N	1,098	128	1,226
	%	89.6%	10.4%	100.0%
District 3	N	1,714	60	1,774
	%	96.6%	3.4%	100.0%

		2004-2005		
Location		**White**	**Non-White**	**Total**
District 1	N	427	122	549
	%	77.8%	22.2%	100.0%
District 2	N	510	59	569
	%	89.6%	10.4%	100.0%
District 3	N	316	25	341
	%	92.7%	7.3%	100.0%
District 4	N	761	365	1126
	%	67.6%	32.4%	100.0%
District 5	N	368	115	483
	%	76.2%	23.8%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	1,529	218	1,747	N	727	165	892
(8am - 4pm)	%	87.5%	12.5%	100.0%	%	81.5%	18.5%	100.0%
2nd Shift	N	2,499	418	2,917	N	938	264	1202
(4pm – 12am)	%	85.7%	14.3%	100.0%	%	78.0%	22.0%	100.0%
3rd Shift	N	1,245	272	1,517	N	692	252	944
(12am – 8am)	%	82.1%	17.9%	100.0%	%	73.3%	26.7%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	1,179	206	1,385	N	562	165	727
(Dec – Feb)	%	85.1%	14.9%	100.0%	%	77.3%	22.7%	100.0%
Spring	N	1,589	304	1,893	N	729	213	942
(Mar – May)	%	83.9%	16.1%	100.0%	%	77.4%	22.6%	100.0%
Summer	N	1,479	237	1,716	N	565	179	744
(Jun – Aug)	%	86.2%	13.8%	100.0%	%	75.9%	24.1%	100.0%
Fall	N	1,151	178	1,329	N	534	130	664
(Sep – Nov)	%	86.6%	13.4%	100.0%	%	80.4%	19.6%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	District 1	N	613	164	777	District 1	N	130	35	165
		%	78.9%	21.1%	100.0%		%	78.8%	21.2%	100.0%
Shift 2 (4pm - 12am)		N	1093	318	1411		N	210	67	277
		%	77.5%	22.5%	100.0%		%	75.8%	24.2%	100.0%
Shift 3 (12am - 8am)		N	735	232	967		N	80	19	99
		%	76.0%	24.0%	100.0%		%	80.8%	19.2%	100.0%
Shift 1 (8am - 4pm)	District 2	N	248	26	274	District 2	N	114	11	125
		%	90.5%	9.5%	100.0%		%	91.2%	8.8%	100.0%
Shift 2 (4pm - 12am)		N	590	70	660		N	285	25	310
		%	89.4%	10.6%	100.0%		%	91.9%	8.1%	100.0%
Shift 3 (12am - 8am)		N	237	29	266		N	108	22	130
		%	89.1%	10.9%	100.0%		%	83.1%	16.9%	100.0%
Shift 1 (8am - 4pm)	District 3	N	633	23	656	District 3	N	122	7	129
		%	96.5%	3.5%	100.0%		%	94.6%	5.4%	100.0%
Shift 2 (4pm - 12am)		N	764	26	790		N	145	17	162
		%	96.7%	3.3%	100.0%		%	89.5%	10.5%	100.0%
Shift 3 (12am - 8am)		N	262	10	272		N	44	1	45
		%	96.3%	3.7%	100.0%		%	97.8%	2.2%	100.0%
Shift 1 (8am - 4pm)						District 4	N	248	90	338
							%	73.4%	26.6%	100.0%
Shift 2 (4pm - 12am)							N	234	129	363
							%	64.5%	35.5%	100.0%
Shift 3 (12am - 8am)							N	272	141	413
							%	65.9%	34.1%	100.0%
Shift 1 (8am - 4pm)						District 5	N	111	21	132
							%	84.1%	15.9%	100.0%
Shift 2 (4pm - 12am)							N	63	26	89
							%	70.8%	29.2%	100.0%
Shift 3 (12am - 8am)							N	182	68	250
							%	72.8%	27.2%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	1995	N	771
	%	31.7%	%	25.1%
Non-White Male over 30	N	394	N	242
	%	6.3%	%	7.9%
White Male under 31	N	1788	N	867
	%	28.4%	%	28.3%
Non-White Male under 31	N	322	N	279
	%	5.1%	%	9.1%
White Female over 30	N	855	N	372
	%	13.6%	%	12.1%
Non-White Female over 30	N	119	N	73
	%	1.9%	%	2.4%
White Female under 31	N	739	N	374
	%	11.7%	%	12.2%
Non-White Female under 31	N	90	N	91
	%	1.4%	%	3.0%
Total	N	6302	N	3069
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	354	53	N	130	34
	%	6.5%	5.7%	%	5.5%	5.0%
Motor Vehicle Violation	N	4731	803	N	2085	583
	%	87.3%	86.8%	%	87.9%	85.0%
Assist	N	334	69	N	158	69
	%	6.2%	7.5%	%	6.7%	10.1%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	District 1	N	159	38	District 1	N	49	10
		%	80.7%	19.3%		%	83.1%	16.9%
Motor Vehicle Violation		N	2174	643		N	339	101
		%	77.2%	22.8%		%	77.0%	23.0%
Assist		N	184	45		N	34	11
		%	80.3%	19.7%		%	75.6%	24.4%
Investigatory	District 2	N	76	10	District 2	N	34	6
		%	88.4%	11.6%		%	85.0%	15.0%
Motor Vehicle Violation		N	912	97		N	438	44
		%	90.4%	9.6%		%	90.9%	9.1%
Assist		N	104	21		N	34	9
		%	83.2%	16.8%		%	79.1%	20.9%
Investigatory	District 3	N	105	4	District 3	N	20	5
		%	96.3%	3.7%		%	80.0%	20.0%
Motor Vehicle Violation		N	1559	53		N	280	18
		%	96.7%	3.3%		%	94.0%	6.0%
Assist		N	38	3		N	13	2
		%	92.7%	7.3%		%	86.7%	13.3%
Investigatory					District 4	N	20	9
						%	69.0%	31.0%
Motor Vehicle Violation						N	701	325
						%	68.3%	31.7%
Assist						N	36	30
						%	54.5%	45.5%
Investigatory					District 5	N	7	4
						%	63.6%	36.4%
Motor Vehicle Violation						N	318	92
						%	77.6%	22.4%
Assist						N	41	17
						%	70.7%	29.3%

8. Basis for Stop by Race

2001-2003				2004-2005			
Basis for Stop		**White**	**Non-White**	**Basis for Stop**		**White**	**Non-White**
Speeding (High)	N	866	122	Speeding (High)	N	347	105
	%	16.3%	13.3%		%	14.6%	15.3%
Speeding (Low)	N	919	171	Speeding (Low)	N	549	92
	%	17.3%	18.6%		%	23.2%	13.4%
Other Traffic Violation	N	1,052	155	Other Traffic Violation	N	280	62
	%	19.5%	16.7%		%	11.8%	9.0%
Equipment Violation	N	1,756	324	Equipment Violation	N	713	250
	%	32.6%	35.0%		%	30.1%	36.4%
Registration Violation	N	259	60	Registration Violation	N	114	48
	%	4.8%	6.5%		%	4.8%	7.0%
Calls for Service/APB	N	113	23	Calls for Service	N	21	7
	%	2.1%	2.5%		%	0.9%	1.0%
City Ordinance Violation	N	16	3	City Ordinance Violation	N	0	1
	%	0.3%	0.3%		%	0.0%	0.1%
Special Detail	N	40	2	Special Detail	N	11	3
	%	0.7%	0.2%		%	0.5%	0.4%
Motorist Assist	N	344	74	Motorist Assist	N	147	65
	%	6.4%	8.0%		%	6.2%	9.5%
Warrant	N	2	0	Warrant	N	1	1
	%	0.0%	0.0%		%	0.0%	0.1%
				APB	N	8	1
					%	0.3%	0.1%
				Suspicious Person	N	55	13
					%	2.3%	1.9%
				More Than One	N	123	39
					%	5.2%	5.7%

PAWTUCKET

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	15,669					
Reason for the Stop:		%	N			
	Investigatory	1.4%	(223)			
	Motor Vehicle	97.5%	(15220)			
	Assist	1.1%	(172)			
Basis for the Stop:		%	N		%	N
	Speeding	51.5%	(8051)	Call for Service	0.3%	(46)
	Other Traffic Violations	20.3%	(3180)	APB	0.1%	(12)
	Equipment Violations	20.8%	(3243)	Suspicious Person	0.9%	(139)
	Registration Violation	1.9%	(290)	Motorist Assist	1.0%	(159)
	City or Town Ordinance	1.0%	(157)	Warrant	0.1%	(12)
	Special Detail	2.2%	(338)			
Outcome of the Stop:		%	N			
	Citation	93.5%	(14532)			
	Notice of Demand	0.1%	(17)			
	Warning	3.3%	(520)			
	Arrest	1.3%	(198)			
	No Action	1.8%	(283)			
		%	N			
Stops with Search:		1.9%	(294)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	52.4%	(8065)			
	2nd Shift (4 p to 12 a)	35.3%	(5431)			
	3rd Shift (12 a to 8 a)	12.3%	(1889)			
Date of Week:		%	N			
	Weekday	92.8%	(14141)			
	Weekend	7.2%	(1092)			
Season:		%	N			
	Winter	22.4%	(3459)			
	Spring	31.9%	(4913)			
	Summer	21.3%	(3288)			
	Fall	24.4%	(3759)			
Driver Race:		%	N		%	N
	White	69.3%	(10828)	Asian	1.4%	(224)
	Black/African American	9.8%	(1529)	Native American	0.0%	(0)
	Hispanic	19.3%	(3017)	Other	0.2%	(28)
Driver Gender:		%	N			
	Male	58.9%	(9165)			
	Female	41.1%	(6405)			

PAWTUCKET

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
District 1	N	2,755	1,012	3,767	District 1	N	2308	1079	3387
	%	73.1%	26.9%	100.0%		%	68.1%	31.9%	100.0%
District 2	N	5,496	484	5,980	District 2	N	2839	446	3285
	%	91.9%	8.1%	100.0%		%	86.4%	13.6%	100.0%
District 3	N	4,002	1,079	5,081	District 3	N	1152	455	1607
	%	78.8%	21.2%	100.0%		%	71.7%	28.3%	100.0%
District 4	N	4,673	1,999	6,672	District 4	N	945	570	1515
	%	70.0%	30.0%	100.0%		%	62.4%	37.6%	100.0%
District 5	N	3,353	1,012	4,365	District 5	N	1671	875	2546
	%	76.8%	23.2%	100.0%		%	65.6%	34.4%	100.0%
District 6	N	3463	1154	4617	District 6	N	1400	720	2120
	%	75.0%	25.0%	100.0%		%	66.0%	34.0%	100.0%
District 7	N	274	286	560	District 7	N	221	513	734
	%	48.9%	51.1%	100.0%		%	30.1%	69.9%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	14,158	3,898	18,056	N	5936	2109	8045
(8am - 4pm)	%	78.4%	21.6%	100.0%	%	73.8%	26.2%	100.0%
2nd Shift	N	8,690	2,638	11,328	N	3444	1975	5419
(4pm – 12am)	%	76.7%	23.3%	100.0%	%	63.6%	36.4%	100.0%
3rd Shift	N	2,331	861	3,192	N	1261	621	1882
(12am – 8am)	%	73.0%	27.0%	100.0%	%	67.0%	33.0%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	5,990	1,800	7,790	N	2382	1068	3450
(Dec – Feb)	%	76.9%	23.1%	100.0%	%	69.0%	31.0%	100.0%
Spring	N	7,658	2,121	9,779	N	3409	1493	4902
(Mar – May)	%	78.3%	21.7%	100.0%	%	69.5%	30.5%	100.0%
Summer	N	5,438	1,756	7,194	N	2231	1054	3285
(Jun – Aug)	%	75.6%	24.4%	100.0%	%	67.9%	32.1%	100.0%
Fall	N	6,604	1,887	8,491	N	2633	1114	3747
(Sep – Nov)	%	77.8%	22.2%	100.0%	%	70.3%	29.7%	100.0%

PAWTUCKET

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	District 1	N	1,445	464	1,909	District 1	N	1048	359	1407
		%	75.7%	24.3%	100.0%		%	74.5%	25.5%	100.0%
Shift 2 (4pm - 12am)		N	1,124	495	1,619		N	1057	619	1676
		%	69.4%	30.6%	100.0%		%	63.1%	36.9%	100.0%
Shift 3 (12am - 8am)		N	98	29	127		N	161	79	240
		%	77.2%	22.8%	100.0%		%	67.1%	32.9%	100.0%
Shift 1 (8am - 4pm)	District 2	N	2,671	234	2,905	District 2	N	1684	227	1911
		%	91.9%	8.1%	100.0%		%	88.1%	11.9%	100.0%
Shift 2 (4pm - 12am)		N	2,273	178	2,451		N	855	151	1006
		%	92.7%	7.3%	100.0%		%	85.0%	15.0%	100.0%
Shift 3 (12am - 8am)		N	374	47	421		N	259	63	322
		%	88.8%	11.2%	100.0%		%	80.4%	19.6%	100.0%
Shift 1 (8am - 4pm)	District 3	N	2,128	571	2,699	District 3	N	409	139	548
		%	78.8%	21.2%	100.0%		%	74.6%	25.4%	100.0%
Shift 2 (4pm - 12am)		N	1,459	414	1,873		N	609	256	865
		%	77.9%	22.1%	100.0%		%	70.4%	29.6%	100.0%
Shift 3 (12am - 8am)		N	238	61	299		N	116	52	168
		%	79.6%	20.4%	100.0%		%	69.0%	31.0%	100.0%
Shift 1 (8am - 4pm)	District 4	N	2,754	1,218	3,972	District 4	N	669	379	1048
		%	69.3%	30.7%	100.0%		%	63.8%	36.2%	100.0%
Shift 2 (4pm - 12am)		N	1,126	444	1,570		N	30	27	57
		%	71.7%	28.3%	100.0%		%	52.6%	47.4%	100.0%
Shift 3 (12am - 8am)		N	626	270	896		N	221	147	368
		%	69.9%	30.1%	100.0%		%	60.1%	39.9%	100.0%
Shift 1 (8am - 4pm)	District 5	N	1,813	442	2,255	District 5	N	1056	349	1405
		%	80.4%	19.6%	100.0%		%	75.2%	24.8%	100.0%
Shift 2 (4pm - 12am)		N	1,184	351	1,535		N	422	405	827
		%	77.1%	22.9%	100.0%		%	51.0%	49.0%	100.0%
Shift 3 (12am - 8am)		N	223	152	375		N	170	102	272
		%	59.5%	40.5%	100.0%		%	62.5%	37.5%	100.0%
Shift 1 (8am - 4pm)	District 6	N	1,892	483	2,375	District 6	N	836	335	1171
		%	79.7%	20.3%	100.0%		%	71.4%	28.6%	100.0%
Shift 2 (4pm - 12am)		N	995	502	1,497		N	303	276	579
		%	66.5%	33.5%	100.0%		%	52.3%	47.7%	100.0%
Shift 3 (12am - 8am)		N	456	115	571		N	245	103	348
		%	79.9%	20.1%	100.0%		%	70.4%	29.6%	100.0%
Shift 1 (8am - 4pm)	District 7	N	106	101	207	District 7	N	93	262	355
		%	51.2%	48.8%	100.0%		%	26.2%	73.8%	100.0%
Shift 2 (4pm - 12am)		N	106	111	217		N	88	189	277
		%	48.8%	51.2%	100.0%		%	31.8%	68.2%	100.0%
Shift 3 (12am - 8am)		N	43	62	105		N	34	53	87
		%	41.0%	59.0%	100.0%		%	39.1%	60.9%	100.0%

PAWTUCKET

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	10447	N	3921
	%	31.8%	%	25.4%
Non-White Male over 30	N	2989	N	1622
	%	9.1%	%	10.5%
White Male under 31	N	3548	N	2060
	%	10.8%	%	13.4%
Non-White Male under 31	N	1947	N	1472
	%	5.9%	%	9.5%
White Female over 30	N	8485	N	3047
	%	25.8%	%	19.8%
Non-White Female over 30	N	1732	N	922
	%	5.3%	%	6.0%
White Female under 31	N	2952	N	1680
	%	9.0%	%	10.9%
Non-White Female under 31	N	792	N	702
	%	2.4%	%	4.6%
Total	N	32892	N	15426
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	238	193	N	120	101
	%	0.9%	2.5%	%	1.1%	2.1%
Motor Vehicle Violation	N	25,710	7,456	N	10580	4580
	%	99.2%	97.7%	%	98.2%	96.0%
Assist	N	21	13	N	79	90
	%	0.1%	0.2%	%	0.7%	1.9%

PAWTUCKET

7. Location by Reason for Stop by Race

	Location		2001-2003		Location		2004-2005	
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	District 1	N	33	15	District 1	N	24	18
		%	68.8%	31.3%		%	57.1%	42.9%
Motor Vehicle Violation		N	3974	1358		N	2270	1054
		%	74.5%	25.5%		%	68.3%	31.7%
Assist		N	0	1		N	9	3
		%	0.0%	100.0%		%	75.0%	25.0%
Investigatory	District 2	N	17	3	District 2	N	1	1
		%	85.0%	15.0%		%	50.0%	50.0%
Motor Vehicle Violation		N	5421	477		N	2304	1076
		%	91.9%	8.1%		%	68.2%	31.8%
Assist		N	4	0		N	11	0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	District 3	N	26	5	District 3	N	2811	441
		%	83.9%	16.1%		%	86.4%	13.6%
Motor Vehicle Violation		N	3946	1063		N	1	3
		%	78.8%	21.2%		%	25.0%	75.0%
Assist		N	2	0		N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%
Investigatory	District 4	N	18	18	District 4	N	2824	444
		%	50.0%	50.0%		%	86.4%	13.6%
Motor Vehicle Violation		N	4589	1948		N	18	13
		%	70.2%	29.8%		%	58.1%	41.9%
Assist		N	1	1		N	1120	428
		%	50.0%	50.0%		%	72.4%	27.6%
Investigatory	District 5	N	21	43	District 5	N	11	12
		%	32.8%	67.2%		%	47.8%	52.2%
Motor Vehicle Violation		N	3285	943		N	1	1
		%	77.7%	22.3%		%	50.0%	50.0%
Assist		N	5	6		N	1150	454
		%	45.5%	54.5%		%	71.7%	28.3%
Investigatory	District 6	N	22	35	District 6	N	12	9
		%	38.6%	61.4%		%	57.1%	42.9%
Motor Vehicle Violation		N	3404	1101		N	918	542
		%	75.6%	24.4%		%	62.9%	37.1%
Assist		N	2	2		N	6	15
		%	50.0%	50.0%		%	28.6%	71.4%
Investigatory	District 7	N	33	33	District 7	N	2	0
		%	50.0%	50.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	242	257		N	938	566
		%	48.5%	51.5%		%	62.4%	37.6%
Assist		N	3	1		N	17	29
		%	75.0%	25.0%		%	37.0%	63.0%

PAWTUCKET

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	6320	1607
	%	27.6%	24.3%
Speeding (Low)	N	12128	2762
	%	53.0%	41.7%
Other Traffic Violation	N	2124	1077
	%	9.3%	16.3%
Equipment Violation	N	560	463
	%	2.4%	7.0%
Registration Violation	N	49	54
	%	0.2%	0.8%
Calls for Service/APB	N	25	22
	%	0.1%	0.3%
City Ordinance Violation	N	80	81
	%	0.3%	1.2%
Special Detail	N	1586	536
	%	6.9%	8.1%
Motorist Assist	N	17	13
	%	0.1%	0.2%
Warrant	N	7	7
	%	0.0%	0.1%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	46	14
	%	0.4%	0.3%
Speeding (Low)	N	6178	1700
	%	57.6%	35.7%
Other Traffic Violation	N	2058	1047
	%	19.2%	22.0%
Equipment Violation	N	1799	1392
	%	16.8%	29.2%
Registration Violation	N	101	180
	%	0.9%	3.8%
Calls for Service	N	20	22
	%	0.2%	0.5%
City Ordinance Violation	N	65	86
	%	0.6%	1.8%
Special Detail	N	1	9
	%	0.0%	0.2%
Motorist Assist	N	71	84
	%	0.7%	1.8%
Warrant	N	3	5
	%	0.0%	0.1%
APB	N	5	6
	%	0.0%	0.1%
Suspicious Person	N	72	53
	%	0.7%	1.1%
More Than One	N	309	161
	%	2.9%	3.4%

PORTSMOUTH

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	6,407					
Reason for the Stop:		%	N			
	Investigatory	4.4%	(280)			
	Motor Vehicle	87.0%	(5548)			
	Assist	8.7%	(552)			
Basis for the Stop:		%	N		%	N
	Speeding	53.0%	(3387)	Call for Service	0.8%	(52)
	Other Traffic Violations	19.6%	(1250)	APB	0.6%	(39)
	Equipment Violations	12.5%	(802)	Suspicious Person	2.6%	(163)
	Registration Violation	2.3%	(145)	Motorist Assist	8.2%	(527)
	City or Town Ordinance	0.1%	(6)	Warrant	0.1%	(4)
	Special Detail	0.3%	(16)			
Outcome of the Stop:		%	N			
	Citation	36.4%	(2314)			
	Notice of Demand	5.1%	(327)			
	Warning	41.3%	(2630)			
	Arrest	5.2%	(333)			
	No Action	12.0%	(761)			
Stops with Search:		%	N			
		7.5%	(477)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	34.4%	(2176)			
	2nd Shift (4 p to 12 a)	30.5%	(1929)			
	3rd Shift (12 a to 8 a)	35.0%	(2213)			
Date of Week:		%	N			
	Weekday	65.5%	(4170)			
	Weekend	34.5%	(2201)			
Season:		%	N			
	Winter	23.4%	(1495)			
	Spring	26.2%	(1673)			
	Summer	27.5%	(1755)			
	Fall	23.0%	(1467)			
Driver Race:		%	N		%	N
	White	90.7%	(5804)	Asian	1.6%	(100)
	Black/African American	5.1%	(327)	Native American	0.1%	(4)
	Hispanic	2.3%	(150)	Other	0.2%	(15)
Driver Gender:		%	N			
	Male	64.8%	(4125)			
	Female	35.2%	(2244)			

PORTSMOUTH

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Common Fence Point	N	2,239	233	2,472	Common Fence Point	N	804	83	887
	%	90.6%	9.4%	100.0%		%	90.6%	9.4%	100.0%
Island Park	N	724	69	793	Island Park	N	437	30	467
	%	91.3%	8.7%	100.0%		%	93.6%	6.4%	100.0%
Sunny Acres	N	689	35	724	Sunny Acres	N	330	37	367
	%	95.2%	4.8%	100.0%		%	89.9%	10.1%	100.0%
Kaiser Aluminum	N	231	23	254	Kaiser Aluminum	N	272	22	294
	%	90.9%	9.1%	100.0%		%	92.5%	7.5%	100.0%
High School	N	621	67	688	High School	N	450	42	492
	%	90.3%	9.7%	100.0%		%	91.5%	8.5%	100.0%
Dunkin' Donuts (North)	N	139	12	151	Dunkin' Donuts (North)	N	92	6	98
	%	92.1%	7.9%	100.0%		%	93.9%	6.1%	100.0%
Police Headquarters	N	1657	117	1774	Police Headquarters	N	711	65	776
	%	93.4%	6.6%	100.0%		%	91.6%	8.4%	100.0%
Portsmouth Abbey	N	342	50	392	Portsmouth Abbey	N	215	39	254
	%	87.2%	12.8%	100.0%		%	84.6%	15.4%	100.0%
Bend Boat Basin	N	120	18	138	Bend Boat Basin	N	97	13	110
	%	87.0%	13.0%	100.0%		%	88.2%	11.8%	100.0%
Hilltop Farms	N	448	48	496	Hilltop Farms	N	292	25	317
	%	90.3%	9.7%	100.0%		%	92.1%	7.9%	100.0%
Sea Meadow Farms	N	171	11	182	Sea Meadow Farms	N	145	10	155
	%	94.0%	6.0%	100.0%		%	93.5%	6.5%	100.0%
Glen Farms	N	587	34	621	Glen Farms	N	235	28	263
	%	94.5%	5.5%	100.0%		%	89.4%	10.6%	100.0%
Lawton Valley	N	521	47	568	Lawton Valley	N	323	41	364
	%	91.7%	8.3%	100.0%		%	88.7%	11.3%	100.0%
Raytheon	N	513	59	572	Raytheon	N	839	102	941
	%	89.7%	10.3%	100.0%		%	89.2%	10.8%	100.0%
St. Mary's Pond	N	152	12	164	St. Mary's Pond	N	222	26	248
	%	92.7%	7.3%	100.0%		%	89.5%	10.5%	100.0%
Sandy Point	N	639	57	696	Sandy Point	N	292	22	314
	%	91.8%	8.2%	100.0%		%	93.0%	7.0%	100.0%
Hog Island	N	4	0	4	Hog Island	N	2	0	2
	%	100.0%	0.0%	100.0%		%	100.0%	0.0%	100.0%
Prudence Island	N	2	0	2	Prudence Island	N	1	0	1
	%	100.0%	0.0%	100.0%		%	100.0%	0.0%	100.0%
Out of Town	N	3	0	3	Out of Town	N	12	1	13
	%	100.0%	0.0%	100.0%		%	92.3%	7.7%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	3,775	284	4,059	N	2004	172	2176
(8am - 4pm)	%	93.0%	7.0%	100.0%	%	92.1%	7.9%	100.0%
2nd Shift	N	3,463	315	3,778	N	1741	187	1928
(4pm – 12am)	%	91.7%	8.3%	100.0%	%	90.3%	9.7%	100.0%
3rd Shift	N	2,486	280	2,766	N	1976	233	2209
(12am – 8am)	%	89.9%	10.1%	100.0%	%	89.5%	10.5%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	2,217	185	2,402	N	1367	128	1495
(Dec – Feb)	%	92.3%	7.7%	100.0%	%	91.4%	8.6%	100.0%
Spring	N	2,621	241	2,862	N	1503	169	1672
(Mar – May)	%	91.6%	8.4%	100.0%	%	89.9%	10.1%	100.0%
Summer	N	2,407	226	2,633	N	1604	151	1755
(Jun – Aug)	%	91.4%	8.6%	100.0%	%	91.4%	8.6%	100.0%
Fall	N	2,625	241	2,866	N	1315	147	1462
(Sep – Nov)	%	91.6%	8.4%	100.0%	%	89.9%	10.1%	100.0%

4. Racial Differences in Stops by Shift for Each Location

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Shift 1 (8am - 4pm)	Common Fence Point	N	235	15	Common Fence Point	N	240	31
		%	94.0%	6.0%		%	88.6%	11.4%
Shift 2 (4pm - 12am)		N	1114	110		N	211	20
		%	91.0%	9.0%		%	91.3%	8.7%
Shift 3 (12am - 8am)		N	846	101		N	343	32
		%	89.3%	10.7%		%	91.5%	8.5%
Shift 1 (8am - 4pm)	Island Park	N	309	31	Island Park	N	98	12
		%	90.9%	9.1%		%	89.1%	10.9%
Shift 2 (4pm - 12am)		N	310	30		N	154	9
		%	91.2%	8.8%		%	94.5%	5.5%
Shift 3 (12am - 8am)		N	96	7		N	179	9
		%	93.2%	6.8%		%	95.2%	4.8%
Shift 1 (8am - 4pm)	Sunny Acres	N	258	14	Sunny Acres	N	123	8
		%	94.9%	5.1%		%	93.9%	6.1%
Shift 2 (4pm - 12am)		N	244	10		N	78	9
		%	96.1%	3.9%		%	89.7%	10.3%
Shift 3 (12am - 8am)		N	175	11		N	124	20
		%	94.1%	5.9%		%	86.1%	13.9%
Shift 1 (8am - 4pm)	Kaiser Aluminum	N	143	9	Kaiser Aluminum	N	98	5
		%	94.1%	5.9%		%	95.1%	4.9%
Shift 2 (4pm - 12am)		N	50	7		N	85	8
		%	87.7%	12.3%		%	91.4%	8.6%
Shift 3 (12am - 8am)		N	32	6		N	85	9
		%	84.2%	15.8%		%	90.4%	9.6%
Shift 1 (8am - 4pm)	High School	N	311	26	High School	N	122	11
		%	92.3%	7.7%		%	91.7%	8.3%
Shift 2 (4pm - 12am)		N	177	21		N	137	14
		%	89.4%	10.6%		%	90.7%	9.3%
Shift 3 (12am - 8am)		N	121	19		N	186	17
		%	86.4%	13.6%		%	91.6%	8.4%
Shift 1 (8am - 4pm)	Dunkin' Donuts (North)	N	55	3	Dunkin' Donuts (North)	N	35	2
		%	94.8%	5.2%		%	94.6%	5.4%
Shift 2 (4pm - 12am)		N	41	4		N	27	2
		%	91.1%	8.9%		%	93.1%	6.9%
Shift 3 (12am - 8am)		N	42	5		N	30	2
		%	89.4%	10.6%		%	93.8%	6.3%

PORTSMOUTH

Shift 1 (8am - 4pm)	Police Headquarters	N			Police Headquarters	N		
			718	47			264	18
		%	93.9%	6.1%		%	93.6%	6.4%
Shift 2 (4pm - 12am)		N	490	31		N	206	12
		%	94.0%	6.0%		%	94.5%	5.5%
Shift 3 (12am - 8am)		N	422	38		N	229	33
		%	91.7%	8.3%		%	87.4%	12.6%
Shift 1 (8am - 4pm)	Portsmouth Abbey	N			Portsmouth Abbey	N		
			157	20			60	10
		%	88.7%	11.3%		%	85.7%	14.3%
Shift 2 (4pm - 12am)		N	72	13		N	57	13
		%	84.7%	15.3%		%	81.4%	18.6%
Shift 3 (12am - 8am)		N	108	16		N	93	16
		%	87.1%	12.9%		%	85.3%	14.7%
Shift 1 (8am - 4pm)	Bend Boat Basin	N			Bend Boat Basin	N		
			81	12			52	5
		%	87.1%	12.9%		%	91.2%	8.8%
Shift 2 (4pm - 12am)		N	26	3		N	14	2
		%	89.7%	10.3%		%	87.5%	12.5%
Shift 3 (12am - 8am)		N	11	3		N	29	6
		%	78.6%	21.4%		%	82.9%	17.1%
Shift 1 (8am - 4pm)	Hilltop Farms	N			Hilltop Farms	N		
			292	36			172	11
		%	89.0%	11.0%		%	94.0%	6.0%
Shift 2 (4pm - 12am)		N	109	8		N	43	6
		%	93.2%	6.8%		%	87.8%	12.2%
Shift 3 (12am - 8am)		N	36	4		N	73	8
		%	90.0%	10.0%		%	90.1%	9.9%
Shift 1 (8am - 4pm)	Sea Meadow Farms	N			Sea Meadow Farms	N		
			116	7			52	2
		%	94.3%	5.7%		%	96.3%	3.7%
Shift 2 (4pm - 12am)		N	34	2		N	46	4
		%	94.4%	5.6%		%	92.0%	8.0%
Shift 3 (12am - 8am)		N	18	2		N	43	3
		%	90.0%	10.0%		%	93.5%	6.5%
Shift 1 (8am - 4pm)	Glen Farms	N	293	12	Glen Farms	N	80	5
		%	96.1%	3.9%		%	94.1%	5.9%
Shift 2 (4pm - 12am)		N	149	11		N	90	12
		%	93.1%	6.9%		%	88.2%	11.8%
Shift 3 (12am - 8am)		N	137	11		N	65	11
		%	92.6%	7.4%		%	85.5%	14.5%
Shift 1 (8am - 4pm)	Lawton Valley	N			Lawton Valley	N		
			240	12			109	14
		%	95.2%	4.8%		%	88.6%	11.4%
Shift 2 (4pm - 12am)		N	163	22		N	144	16
		%	88.1%	11.9%		%	90.0%	10.0%
Shift 3 (12am - 8am)		N	111	12		N	68	11
		%	90.2%	9.8%		%	86.1%	13.9%

PORTSMOUTH

Shift 1 (8am - 4pm)	Raytheon	N	211	17	Raytheon	N	325	31
		%	92.5%	7.5%		%	91.3%	8.7%
Shift 2 (4pm - 12am)		N	141	18		N	265	39
		%	88.75	11.3%		%	87.2%	12.8%
Shift 3 (12am - 8am)		N	150	24		N	232	32
		%	86.2%	13.8%		%	87.9%	12.1%
Shift 1 (8am - 4pm)	St. Mary's Pond	N			St. Mary's Pond	N		
			75	3			54	6
		%	96.2%	3.8%		%	90.0%	10.0%
Shift 2 (4pm - 12am)		N	62	6		N	86	7
		%	91.2%	8.8%		%	92.5%	7.5%
Shift 3 (12am - 8am)		N	13	2		N	81	13
		%	86.7%	13.3%		%	86.2%	13.8%
Shift 1 (8am - 4pm)	Sandy Point	N	258	20	Sandy Point	N	106	1
		%	92.8%	7.2%		%	99.1%	0.9%
Shift 2 (4pm - 12am)		N	242	18		N	87	12
		%	93.1%	6.9%		%	87.9%	12.1%
Shift 3 (12am - 8am)		N	135	18		N	95	9
		%	88.2%	11.8%		%	91.3%	8.7%
Shift 1 (8am - 4pm)	Hog Island	N	2	0	Hog Island	N	2	0
		%	100.0%	0.0%		%	100.0%	0.0%
Shift 2 (4pm - 12am)		N	0	0		N	0	0
		%	0.0%	0.0%		%	0.0%	0.0%
Shift 3 (12am - 8am)		N	2	0		N	0	0
		%	100.0%	0.0%		%	0.0%	0.0%
Shift 1 (8am - 4pm)	Prudence Island	N			Prudence Island	N		
			0	0			0	0
		%	0.0%	0.0%		%	0.0%	0.0%
Shift 2 (4pm - 12am)		N	0	0		N	1	0
		%	0.0%	0.0%		%	100.0%	0.0%
Shift 3 (12am - 8am)		N	2	0		N	0	0
		%	100.0%	0.0%		%	0.0%	0.0%
Shift 1 (8am - 4pm)	Out of Town	N	0	0	Out of Town	N	3	0
		%	0.0%	0.0%		%	100.0%	0.0%
Shift 2 (4pm - 12am)		N	2	0		N	1	1
		%	100.0%	0.0%		%	50.0%	50.0%
Shift 3 (12am - 8am)		N	1	0		N	8	0
		%	100.0%	0.0%		%	100.0%	0.0%

PORTSMOUTH

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	3694	N	2017
	%	34.4%	%	31.7%
Non-White Male over 30	N	433	N	240
	%	4.0%	%	3.8%
White Male under 31	N	2567	N	1675
	%	23.9%	%	26.4%
Non-White Male under 31	N	267	N	183
	%	2.5%	%	2.9%
White Female over 30	N	2248	N	1098
	%	20.9%	%	17.3%
Non-White Female over 30	N	119	N	86
	%	1.1%	%	1.4%
White Female under 31	N	1341	N	973
	%	12.5%	%	15.3%
Non-White Female under 31	N	69	N	82
	%	0.6%	%	1.3%
Total	N	10738	N	6354
	%	100.0%	%	100.0%

PORTSMOUTH

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	278	29	N	262	18
	%	2.8%	3.2%	%	4.5%	3.0%
Motor Vehicle Violation	N	9177	809	N	5022	515
	%	92.7%	90.2%	%	87.0%	86.7%
Assist	N	443	59	N	488	61
	%	4.5%	6.6%	%	8.5%	10.3%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			White	Non-White			White	Non-White
Investigatory	Common Fence Point	N	54	2	Common Fence Point	N	53	3
		%	96.4%	3.6%		%	94.6%	5.4%
Motor Vehicle Violation		N	2093	213		N	630	65
		%	90.8%	9.2%		%	90.6%	9.4%
Assist		N	86	16		N	116	14
		%	84.3%	15.7%		%	89.2%	10.8%
Investigatory	Island Park	N	31	0	Island Park	N	39	2
		%	100.0%	0.0%		%	95.1%	4.9%
Motor Vehicle Violation		N	639	62		N	350	23
		%	91.2%	8.8%		%	93.8%	6.2%
Assist		N	53	7		N	47	5
		%	88.3%	11.7%		%	90.4%	9.6%
Investigatory	Sunny Acres	N	17	1	Sunny Acres	N	13	1
		%	94.4%	5.6%		%	92.9%	7.1%
Motor Vehicle Violation		N	642	31		N	291	28
		%	95.4%	4.6%		%	91.2%	8.8%
Assist		N	27	3		N	24	8
		%	90.0%	10.0%		%	75.0%	25.0%
Investigatory	Kaiser Aluminum	N	7	0	Kaiser Aluminum	N	24	1
		%	100.0%	0.0%		%	96.0%	4.0%
Motor Vehicle Violation		N	203	21		N	229	19
		%	90.6%	9.4%		%	92.3%	7.7%
Assist		N	20	2		N	16	2
		%	90.9%	9.1%		%	88.9%	11.1%
Investigatory	High School	N	13	2	High School	N	28	1
		%	86.7%	13.3%		%	96.6%	3.4%
Motor Vehicle Violation		N	572	60		N	378	38
		%	90.5%	9.5%		%	90.9%	9.1%
Assist		N	34	5		N	41	3
		%	87.2%	12.8%		%	93.2%	6.8%

PORTSMOUTH

Investigatory	Dunkin' Donuts (North)	N	12	0	Dunkin' Donuts (North)	N	12	0
		%	100.0%	0.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	113	9		N	77	4
		%	92.6%	7.4%		%	95.1%	4.9%
Assist		N	14	3		N	3	2
		%	82.4%	17.6%		%	60.0%	40.0%
Investigatory	Police Headquarters	N	41	6	Police Headquarters	N	20	4
		%	87.2%	12.8%		%	83.3%	16.7%
Motor Vehicle Violation		N	1559	104		N	640	56
		%	93.7%	6.3%		%	92.0%	8.0%
Assist		N	53	7		N	49	5
		%	88.3%	11.7%		%	90.7%	9.3%
Investigatory	Portsmouth Abbey	N	18	2	Portsmouth Abbey	N	17	1
		%	90.0%	10.0%		%	94.4%	5.6%
Motor Vehicle Violation		N	295	47		N	174	33
		%	86.3%	13.7%		%	84.1%	15.9%
Assist		N	28	1		N	23	5
		%	96.6%	3.4%		%	82.1%	17.9%
Investigatory	Bend Boat Basin	N	0	0	Bend Boat Basin	N	6	0
		%	0.0%	0.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	116	18		N	88	9
		%	86.6%	13.4%		%	90.7%	9.3%
Assist		N	4	0		N	3	4
		%	100.0%	0.0%		%	42.9%	57.1%
Investigatory	Hilltop Farms	N	5	2	Hilltop Farms	N	6	0
		%	71.4%	28.6%		%	100.0%	0.0%
Motor Vehicle Violation		N	422	45		N	277	23
		%	90.4%	9.6%		%	92.3%	7.7%
Assist		N	21	1		N	7	2
		%	95.5%	4.5%		%	77.8%	22.2%
Investigatory	Sea Meadow Farms	N	2	0	Sea Meadow Farms	N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	161	10		N	3	0
		%	94.2%	5.8%		%	100.0%	0.0%
Assist		N	8	1		N	132	9
		%	88.9%	11.1%		%	93.6%	6.4%
Investigatory	Glen Farms	N	8	2	Glen Farms	N	10	1
		%	80.0%	20.0%		%	90.9%	9.1%
Motor Vehicle Violation		N	562	29		N	6	1
		%	95.1%	4.9%		%	85.7%	14.3%
Assist		N	15	3		N	215	26
		%	83.3%	16.7%		%	89.2%	10.8%

PORTSMOUTH

Investigatory	Lawton Valley	N	13	2	Lawton Valley	N	13	1
		%	86.7%	13.3%		%	92.9%	7.1%
Motor Vehicle Violation		N	486	43		N	8	0
		%	91.9%	8.1%		%	100.0%	0.0%
Assist		N	21	2		N	267	37
		%	91.3%	8.7%		%	87.8%	12.2%
Investigatory	Raytheon	N	15	5	Raytheon	N	45	4
		%	75.0%	25.0%		%	91.8%	8.2%
Motor Vehicle Violation		N	475	52		N	1	0
		%	90.1%	9.9%		%	100.0%	0.0%
Assist		N	23	2		N	10	2
		%	92.0%	8.0%		%	83.3%	16.7%
Investigatory	St. Mary's Pond	N	6	0	St. Mary's Pond	N	776	96
		%	100.0%	0.0%		%	89.0%	11.0%
Motor Vehicle Violation		N	138	10		N	50	3
		%	93.2%	6.8%		%	94.3%	5.7%
Assist		N	8	2		N	1	1
		%	80.0%	20.0%		%	50.0%	50.0%
Investigatory	Sandy Point	N	16	4	Sandy Point	N	210	24
		%	80.0%	20.0%		%	89.7%	10.3%
Motor Vehicle Violation		N	603	50		N	9	1
		%	92.35	7.7%		%	90.0%	10.0%
Assist		N	18	3		N	1	0
		%	85.7%	14.3%		%	100.0%	0.0%
Investigatory	Hog Island	N	1	0	Hog Island	N	12	1
		%	100.0%	0.0%		%	92.3%	7.7%
Motor Vehicle Violation		N	3	0		N	255	20
		%	100.0%	0.0%		%	92.7%	7.3%
Assist		N	0	0		N	23	1
		%	0.0%	0.0%		%	95.8%	4.2%
Investigatory	Prudence Island	N	0	0	Prudence Island	N	0	0
		%	0.0%	0.0%		%	0.0%	0.0%
Motor Vehicle Violation		N	2	0		N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%
Assist		N	0	0		N	0	0
		%	0.0%	0.0%		%	0.0%	0.0%
Investigatory	Out of Town	N	0	0	Out of Town	N	0	0
		%	0.0%	0.0%		%	0.0%	0.0%
Motor Vehicle Violation		N	1	0		N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%
Assist		N	2	0		N	0	0
		%	100.0%	0.0%		%	0.0%	0.0%
						N	1	0
					Police HQ.	%	100.0%	0.0%
					Inactive	N	10	1
						%	90.9%	9.1%
						N	0	0
						%	0.0%	0.0%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	6,359	516
	%	64.7%	58.4%
Speeding (Low)	N	355	24
	%	3.6%	2.7%
Other Traffic Violation	N	1,757	205
	%	17.8%	23.0%
Equipment Violation	N	745	109
	%	7.5%	12.2%
Registration Violation	N	343	46
	%	3.5%	5.2%
Calls for Service/APB	N	78	7
	%	0.8%	0.8%
City Ordinance Violation	N	45	5
	%	0.5%	0.6%
Special Detail	N	29	2
	%	0.3%	0.2%
Motorist Assist	N	455	58
	%	4.6%	6.5%
Warrant	N	4	2
	%	0.0%	0.2%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	2811	260
	%	48.7%	43.8%
Speeding (Low)	N	270	26
	%	4.7%	4.4%
Other Traffic Violation	N	1051	124
	%	18.2%	20.9%
Equipment Violation	N	675	87
	%	11.7%	14.6%
Registration Violation	N	113	15
	%	2.0%	2.5%
Calls for Service	N	48	3
	%	0.8%	0.5%
City Ordinance Violation	N	6	0
	%	0.1%	0.0%
Special Detail	N	11	2
	%	0.2%	0.3%
Motorist Assist	N	458	55
	%	7.9%	9.3%
Warrant	N	4	0
	%	0.1%	0.0%
APB	N	30	5
	%	0.5%	0.8%
Suspicious Person	N	150	5
	%	2.6%	0.8%
More Than One	N	148	12
	%	2.6%	2.0%

PROVIDENCE

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	14,736					
Reason for the Stop:		%	N			
	Investigatory	16.3%	(2363)			
	Motor Vehicle	81.9%	(11893)			
	Assist	1.8%	(265)			
Basis for the Stop:		%	N		%	N
	Speeding	10.9%	(1586)	Call for Service	1.1%	(158)
	Other Traffic Violations	52.8%	(7672)	APB	1.4%	(199)
	Equipment Violations	10.6%	(1535)	Suspicious Person	7.4%	(1079)
	Registration Violation	8.6%	(1247)	Motorist Assist	1.5%	(211)
	City or Town Ordinance	4.3%	(625)	Warrant	0.4%	(58)
	Special Detail	1.1%	(165)			
Outcome of the Stop:		%	N			
	Citation	41.0%	(5937)			
	Notice of Demand	1.4%	(205)			
	Warning	34.0%	(4922)			
	Arrest	9.2%	(1331)			
	No Action	14.4%	(2086)			
		%	N			
Stops with Search:		18.6%	(2659)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	26.9%	(3798)			
	2nd Shift (4 p to 12 a)	55.6%	(7862)			
	3rd Shift (12 a to 8 a)	17.5%	(2468)			
Date of Week:		%	N			
	Weekday	78.9%	(11319)			
	Weekend	21.1%	(3018)			
Season:		%	N			
	Winter	30.3%	(4401)			
	Spring	26.9%	(3912)			
	Summer	21.8%	(3164)			
	Fall	21.0%	(3058)			
Driver Race:		%	N		%	N
	White	44.9%	(6570)	Asian	2.8%	(406)
	Black/African American	24.2%	(3537)	Native American	0.1%	(9)
	Hispanic	27.7%	(4060)	Other	0.4%	(54)
Driver Gender:		%	N			
	Male	76.4%	(11144)			
	Female	23.6%	(3449)			

PROVIDENCE

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race[1]

		2004-2005		
Location		**White**	**Non-White**	**Total**
District 1	N	584	283	867
	%	67.4%	32.6%	100.0%
District 2	N	511	292	803
	%	63.6%	36.4%	100.0%
District 3	N	212	109	321
	%	66.0%	34.0%	100.0%
District 4	N	110	319	429
	%	25.6%	74.4%	100.0%
District 5	N	242	586	828
	%	29.2%	70.8%	100.0%
District 6	N	157	373	530
	%	29.6%	70.4%	100.0%
District 7	N	66	310	376
	%	17.6%	82.4%	100.0%
District 8	N	126	340	466
	%	27.0%	73.0%	100.0%
District 9	N	158	356	514
	%	30.7%	69.3%	100.0%
District 10	N	220	438	658
	%	33.4%	66.6%	100.0%
District 11	N	340	226	566
	%	60.1%	39.95	100.0%
District 12	N	307	321	628
	%	48.9%	51.1%	100.0%
District 13	N	115	325	440
	%	26.1%	73.9%	100.0%
District 14	N	108	490	598
	%	18.1%	81.95%	100.0%
District 15	N	263	567	830
	%	31.7%	68.3%	100.0%
District 16	N	152	314	466
	%	32.6%	67.4%	100.0%
District 17	N	114	159	273
	%	41.85	58.2%	100.0%
District 18	N	88	173	261
	%	33.7%	66.3%	100.0%
District 19	N	81	72	153
	%	52.9%	47.1%	100.0%
District 20	N	141	130	271
	%	52.0%	48.0%	100.0%

[1] There is no data for 2001-2003 because the location data was missing.

District 21	N	199	390	589
	%	33.8%	66.2%	100.0%
District 22	N	212	238	450
	%	47.1%	52.9%	100.0%
District 23	N	174	114	288
	%	60.4%	39.6%	100.0%
District 24	N	57	70	127
	%	44.9%	55.1%	100.0%
District 25	N	74	65	139
	%	53.2%	46.8%	100.0%
District 26	N	256	145	401
	%	63.8%	36.2%	100.0%
District 27	N	123	72	195
	%	63.1%	36.9%	100.0%
District 28	N	91	44	135
	%	67.4%	32.6%	100.0%
District 29	N	235	80	315
	%	74.6%	25.4%	100.0%
District 30	N	439	86	525
	%	83.6%	16.4%	100.0%
District 31	N	214.0%	102	316
	%	67.7	32.3%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	2,065	2,324	4,389	N	2060	1724	3784
(8am - 4pm)	%	47.0%	53.0%	100.0%	%	54.4%	45.6%	100.0%
2nd Shift	N	2,876	4,189	7,065	N	3070	4746	7816
(4pm – 12am)	%	40.7%	59.3%	100.0%	%	39.3%	60.7%	100.0%
3rd Shift	N	1,572	1,889	3,461	N	1165	1293	2458
(12am – 8am)	%	45.4%	54.6%	100.0%	%	47.4%	52.6%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	1,963	2,426	4,389	N	2012	2355	4367
(Dec – Feb)	%	44.7%	55.3%	100.0%	%	46.1%	53.9%	100.0%
Spring	N	1,304	1,569	2,873	N	1670	2230	3900
(Mar – May)	%	45.4%	54.6%	100.0%	%	42.8%	57.2%	100.0%
Summer	N	1,206	1,724	2,930	N	1298	1858	3156
(Jun – Aug)	%	41.2%	58.8%	100.0%	%	41.1%	58.9%	100.0%
Fall	N	2,570	3,312	5,882	N	1510	1534	3044
(Sep – Nov)	%	43.7%	56.3%	100.0%	%	49.6%	50.4%	100.0%

4. Racial Differences in Stops by Shift for Each Location[2]

			2004-2005		
Location	**Shift**		**White**	**Non-White**	**Total**
District 1	**Shift 1** (8am - 4pm)	N	262	125	387
		%	67.7%	32.3%	100.0%
	Shift 2 (4pm - 12am)	N	264	137	401
		%	65.8%	34.2%	100.0%
	Shift 3 (12am - 8am)	N	34	15	49
		%	69.4%	30.6%	100.0%
District 2	**Shift 1** (8am - 4pm)	N	72	44	116
		%	62.1%	37.9%	100.0%
	Shift 2 (4pm - 12am)	N	329	204	533
		%	61.7%	38.3%	100.0%
	Shift 3 (12am - 8am)	N	88	37	125
		%	70.4%	29.6%	100.0%
District 3	**Shift 1** (8am - 4pm)	N	28	14	42
		%	66.7%	33.3%	100.0%
	Shift 2 (4pm - 12am)	N	131	62	193
		%	67.9%	32.1%	100.0%
	Shift 3 (12am - 8am)	N	47	28	75
		%	62.7%	37.3%	100.0%
District 4	**Shift 1** (8am - 4pm)	N	31	61	92
		%	33.7%	66.3%	100.0%
	Shift 2 (4pm - 12am)	N	51	176	227
		%	22.5%	77.5%	100.0%
	Shift 3 (12am - 8am)	N	25	69	94
		%	26.6%	73.4%	100.0%
District 5	**Shift 1** (8am - 4pm)	N	35	115	150
		%	23.3%	76.7%	100.0%
	Shift 2 (4pm - 12am)	N	123	315	438
		%	28.1%	71.9%	100.0%
	Shift 3 (12am - 8am)	N	74	124	198
		%	37.4%	62.6%	100.0%
District 6	**Shift 1** (8am - 4pm)	N	42	64	106
		%	39.6%	60.4%	100.0%
	Shift 2 (4pm - 12am)	N	59	230	289
		%	20.4%	79.6%	100.0%
	Shift 3 (12am - 8am)	N	49	67	116
		%	42.2%	57.8%	100.0%
District 7	**Shift 1** (8am - 4pm)	N	21	59	80
		%	26.3%	73.8%	100.0%
	Shift 2 (4pm - 12am)	N	33	190	223
		%	14.8%	85.2%	100.0%
	Shift 3 (12am - 8am)	N	9	52	61
		%	14.8%	85.2%	100.0%

[2] There is no data for 2001-2003 because the location data was missing.

PROVIDENCE

District 8	**Shift 1** (8am - 4pm)	N	42	65	107
		%	39.3%	60.7%	100.0%
	Shift 2 (4pm - 12am)	N	56	226	282
		%	19.9%	80.1%	100.0%
	Shift 3 (12am - 8am)	N	22	37	59
		%	37.3%	62.7%	100.0%
District 9	**Shift 1** (8am - 4pm)	N	53	94	147
		%	36.1%	63.9%	100.0%
	Shift 2 (4pm - 12am)	N	70	182	252
		%	27.8%	72.2%	100.0%
	Shift 3 (12am - 8am)	N	26	61	87
		%	29.9%	70.1%	100.0%
District 10	**Shift 1** (8am - 4pm)	N	28	47	75
		%	37.3%	62.7%	100.0%
	Shift 2 (4pm - 12am)	N	157	325	482
		%	32.6%	67.4%	100.0%
	Shift 3 (12am - 8am)	N	27	46	73
		%	37.0%	63.0%	100.0%
District 11	**Shift 1** (8am - 4pm)	N	201	95	296
		%	67.9%	32.1%	100.0%
	Shift 2 (4pm - 12am)	N	85	93	178
		%	47.8%	52.2%	100.0%
	Shift 3 (12am - 8am)	N	42	27	69
		%	60.9%	39.1%	100.0%
District 12	**Shift 1** (8am - 4pm)	N	222	124	346
		%	64.2%	35.8%	100.0%
	Shift 2 (4pm - 12am)	N	57	146	203
		%	28.1%	71.9%	100.0%
	Shift 3 (12am - 8am)	N	21	41	62
		%	33.9%	66.1%	100.0%
District 13	**Shift 1** (8am - 4pm)	N	26	77	103
		%	25.2%	74.85	100.0%
	Shift 2 (4pm - 12am)	N	51	180	231
		%	22.1%	77.9%	100.0%
	Shift 3 (12am - 8am)	N	30	52	82
		%	36.6%	63.4%	100.0%
District 14	**Shift 1** (8am - 4pm)	N	15	63	78
		%	19.25	80.8%	100.0%
	Shift 2 (4pm - 12am)	N	82	367	449
		%	18.3%	81.7%	100.0%
	Shift 3 (12am - 8am)	N	10	46	56
		%	17.9%	82.1%	100.0%
District 15	**Shift 1** (8am - 4pm)	N	49	90	139
		%	35.3%	64.7%	100.0%
	Shift 2 (4pm - 12am)	N	134	373	507
		%	26.4%	73.6%	100.0%
	Shift 3 (12am - 8am)	N	72	94	166
		%	43.4%	56.6%	100.0%

District 16	**Shift 1** (8am - 4pm)	N	30	63	93
		%	32.3%	67.7%	100.0%
	Shift 2 (4pm - 12am)	N	86	193	279
		%	30.8%	69.2%	100.0%
	Shift 3 (12am - 8am)	N	31	48	79
		%	39.2%	60.8%	100.0%
District 17	**Shift 1** (8am - 4pm)	N	8	20	28
		%	28.65	71.4%	100.0%
	Shift 2 (4pm - 12am)	N	79	104	183
		%	43.2%	56.8%	100.0%
	Shift 3 (12am - 8am)	N	19	30	49
		%	38.8%	61.2%	100.0%
District 18	**Shift 1** (8am - 4pm)	N	13	31	44
		%	29.5%	70.5%	100.0%
	Shift 2 (4pm - 12am)	N	51	104	155
		%	32.9%	67.1%	100.0%
	Shift 3 (12am - 8am)	N	22	36	58
		%	37.9%	62.1%	100.0%
District 19	**Shift 1** (8am - 4pm)	N	18	15	33
		%	54.5%	45.5%	100.0%
	Shift 2 (4pm - 12am)	N	39	40	79
		%	49.4%	50.6%	100.0%
	Shift 3 (12am - 8am)	N	19	11	30
		%	63.3%	36.7%	100.0%
District 20	**Shift 1** (8am - 4pm)	N	39	42	81
		%	48.1%	51.9%	100.0%
	Shift 2 (4pm - 12am)	N	64	64	128
		%	50.0%	50.0%	100.0%
	Shift 3 (12am - 8am)	N	33	21	54
		%	61.1%	38.9%	100.0%
District 21	**Shift 1** (8am - 4pm)	N	64	88	152
		%	42.1%	57.9%	100.0%
	Shift 2 (4pm - 12am)	N	103	251	354
		%	29.1%	70.9%	100.0%
	Shift 3 (12am - 8am)	N	22	43	65
		%	33.8%	66.2%	100.0%
District 22	**Shift 1** (8am - 4pm)	N	73	55	128
		%	57.0%	43.0%	100.0%
	Shift 2 (4pm - 12am)	N	90	139	229
		%	39.3%	60.7%	100.0%
	Shift 3 (12am - 8am)	N	40	38	78
		%	51.3%	48.7%	100.0%
District 23	**Shift 1** (8am - 4pm)	N	55	31	86
		%	64.0%	36.0%	100.0%
	Shift 2 (4pm - 12am)	N	69	50	119
		%	58.0%	42.0%	100.0%
	Shift 3 (12am - 8am)	N	45	27	72
		%	62.5%	37.5%	100.0%

District 24	**Shift 1** (8am - 4pm)	N	17	16	33
		%	51.5%	48.5%	100.0%
	Shift 2 (4pm - 12am)	N	33	43	76
		%	43.4%	56.6%	100.0%
	Shift 3 (12am - 8am)	N	5	9	14
		%	35.7%	64.3%	100.0%
District 25	**Shift 1** (8am - 4pm)	N	15	10	25
		%	60.0%	40.0%	100.0%
	Shift 2 (4pm - 12am)	N	24	36	60
		%	40.0%	60.0%	100.0%
	Shift 3 (12am - 8am)	N	34	17	51
		%	66.7%	33.3%	100.0%
District 26	**Shift 1** (8am - 4pm)	N	81	25	106
		%	76.4%	23.6%	100.0%
	Shift 2 (4pm - 12am)	N	76	69	145
		%	52.4%	47.6%	100.0%
	Shift 3 (12am - 8am)	N	82	46	128
		%	64.1%	35.9%	100.0%
District 27	**Shift 1** (8am - 4pm)	N	63	13	76
		%	82.9%	17.1%	100.0%
	Shift 2 (4pm - 12am)	N	28	40	68
		%	41.2%	58.8%	100.0%
	Shift 3 (12am - 8am)	N	25	14	39
		%	64.1%	35.9%	100.0%
District 28	**Shift 1** (8am - 4pm)	N	35	7	42
		%	83.3%	16.7%	100.0%
	Shift 2 (4pm - 12am)	N	35	22	57
		%	61.4%	38.6%	100.0%
	Shift 3 (12am - 8am)	N	19	14	33
		%	57.6%	42.4%	100.0%
District 29	**Shift 1** (8am - 4pm)	N	46	8	54
		%	85.2%	14.8%	100.0%
	Shift 2 (4pm - 12am)	N	161	55	216
		%	74.5%	25.5%	100.0%
	Shift 3 (12am - 8am)	N	21	14	35
		%	60.0%	40.0%	100.0%
District 30	**Shift 1** (8am - 4pm)	N	238	39	277
		%	85.9%	14.1%	100.0%
	Shift 2 (4pm - 12am)	N	143	38	181
		%	79.0%	21.0%	100.0%
	Shift 3 (12am - 8am)	N	43	7	50
		%	86.0%	14.0%	100.0%
District 31	**Shift 1** (8am - 4pm)	N	41	12	53
		%	77.4%	22.6%	100.0%
	Shift 2 (4pm - 12am)	N	104	53	157
		%	66.2%	33.8%	100.0%
	Shift 3 (12am - 8am)	N	60	35	95
		%	63.2%	36.8%	100.0%

PROVIDENCE

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	2,647	N	2280
	%	17.3%	%	16.1%
Non-White Male over 30	N	2,304	N	2191
	%	15.1%	%	15.4%
White Male under 31	N	2,434	N	2232
	%	15.9%	%	15.7%
Non-White Male under 31	N	4,882	N	4152
	%	31.9%	%	29.2%
White Female over 30	N	824	N	991
	%	5.4%	%	7.0%
Non-White Female over 30	N	643	N	617
	%	4.2%	%	4.3%
White Female under 31	N	796	N	902
	%	5.2%	%	6.4%
Non-White Female under 31	N	766	N	839
	%	5.0%	%	5.9%
Total	N	15,296	N	14204
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	1,401	1,963	N	888	1458
	%	19.9%	21.7%	%	13.7%	18.3%
Motor Vehicle Violation	N	5,521	7,028	N	5423	6323
	%	78.6%	77.8%	%	83.4%	79.5%
Assist	N	151	147	N	162	93
	%	2.1%	1.6%	%	2.5%	1.2%

7. Location by Reason for Stop by Race[3]

Location			2004-2005	
	Reason for Stop		**White**	**Non-White**
District 1	Investigatory	N	16	11
		%	59.3%	40.7%
	Motor Vehicle Violation	N	545	263
		%	67.5%	32.5%
	Assist	N	21	4
		%	84.0%	16.0%
District 2	Investigatory	N	23	38
		%	37.7%	62.3%
	Motor Vehicle Violation	N	452	243
		%	65.0%	35.0%
	Assist	N	32	5
		%	86.5%	13.5%
District 3	Investigatory	N	19	13
		%	59.4%	40.6%
	Motor Vehicle Violation	N	168	86
		%	66.1%	33.9%
	Assist	N	21	9
		%	70.0%	30.0%
District 4	Investigatory	N	23	68
		%	25.3%	74.7%
	Motor Vehicle Violation	N	87	239
		%	26.7%	73.3%
	Assist	N	0	2
		%	0.0%	100.0%
District 5	Investigatory	N	64	145
		%	30.6%	69.4%
	Motor Vehicle Violation	N	168	426
		%	28.3%	71.7%
	Assist	N	5	4
		%	55.6%	44.4%
District 6	Investigatory	N	46	80
		%	36.5%	63.5%
	Motor Vehicle Violation	N	110	283
		%	28.0%	72.0%
	Assist	N	0	4
		%	0.0%	100.0%
District 7	Investigatory	N	9	51
		%	15.0%	85.0%
	Motor Vehicle Violation	N	57	257
		%	18.2%	81.8%
	Assist	N	0	1
		%	0.0%	100.0%

[3] There is no data for 2001-2003 because the location data was missing.

PROVIDENCE

District 8	Investigatory	N	19	60
		%	24.1%	75.9%
	Motor Vehicle Violation	N	97	252
		%	27.8%	72.2%
	Assist	N	8	16
		%	33.3%	66.7%
District 9	Investigatory	N	32	52
		%	38.1%	61.9%
	Motor Vehicle Violation	N	121	293
		%	29.2%	70.8%
	Assist	N	4	4
		%	50.0%	50.0%
District 10	Investigatory	N	35	70
		%	33.3%	66.7%
	Motor Vehicle Violation	N	176	361
		%	32.8%	67.2%
	Assist	N	1	0
		%	100.0%	0.0%
District 11	Investigatory	N	32	30
		%	51.6%	48.4%
	Motor Vehicle Violation	N	303	180
		%	62.7%	37.3%
	Assist	N	4	6
		%	40.0%	60.0%
District 12	Investigatory	N	13	28
		%	31.7%	68.3%
	Motor Vehicle Violation	N	286	286
		%	50.0%	50.0%
	Assist	N	3	2
		%	60.0%	40.0%
District 13	Investigatory	N	29	61
		%	32.2%	67.8%
	Motor Vehicle Violation	N	79	247
		%	24.2%	75.8%
	Assist	N	3	2
		%	60.0%	40.0%
District 14	Investigatory	N	29	86
		%	25.2%	74.8%
	Motor Vehicle Violation	N	71	382
		%	15.7%	84.3%
	Assist	N	0	6
		%	0.0%	100.0%
District 15	Investigatory	N	80	138
		%	36.7%	63.3%
	Motor Vehicle Violation	N	177	415
		%	29.9%	70.1%
	Assist	N	4	1
		%	80.0%	20.0%

District 16	Investigatory	N	37	76
		%	32.7%	67.3%
	Motor Vehicle Violation	N	110	231
		%	32.3%	67.7%
	Assist	N	3	1
		%	75.0%	25.0%
District 17	Investigatory	N	22	33
		%	40.0%	60.0%
	Motor Vehicle Violation	N	85	126
		%	40.3%	59.7%
	Assist	N	4	0
		%	100.0%	0.0%
District 18	Investigatory	N	29	60
		%	32.6%	67.4%
	Motor Vehicle Violation	N	57	111
		%	33.9%	66.1%
	Assist	N	1	1
		%	50.0%	50.0%
District 19	Investigatory	N	13	10
		%	56.5%	43.5%
	Motor Vehicle Violation	N	66	59
		%	52.8%	47.2%
	Assist	N	0	0
		%	0.0	0.0
District 20	Investigatory	N	11	13
		%	45.8%	54.2%
	Motor Vehicle Violation	N	130	115
		%	53.1%	46.9%
	Assist	N	0	1
		%	0.0%	100.0%
District 21	Investigatory	N	11	29
		%	27.5%	72.5%
	Motor Vehicle Violation	N	184	356
		%	34.1%	65.9%
	Assist	N	0	2
		%	0.0%	100.0%
District 22	Investigatory	N	29	25
		%	53.7%	46.3%
	Motor Vehicle Violation	N	177	206
		%	46.2%	53.8%
	Assist	N	0	0
		%	0.0	0.0
District 23	Investigatory	N	18	16
		%	52.9%	47.1%
	Motor Vehicle Violation	N	149	95
		%	61.1%	38.9%
	Assist	N	3	1
		%	75.0%	25.0%

District 24	Investigatory	N	9	13
		%	40.9%	59.1%
	Motor Vehicle Violation	N	47	56
		%	45.6%	54.4%
	Assist	N	0	0
		%	0.0	0.0
District 25	Investigatory	N	7	11
		%	38.9%	61.1%
	Motor Vehicle Violation	N	66	53
		%	55.5%	44.5%
	Assist	N	0	0
		%	0.0	0.0
District 26	Investigatory	N	92	63
		%	59.4%	40.6%
	Motor Vehicle Violation	N	158	81
		%	66.1%	33.9%
	Assist	N	3	0
		%	100.0%	0.0%
District 27	Investigatory	N	10	19
		%	34.5%	65.5%
	Motor Vehicle Violation	N	112	50
		%	69.1%	30.9%
	Assist	N	1	2
		%	33.3%	66.7%
District 28	Investigatory	N	5	5
		%	50.0%	50.0%
	Motor Vehicle Violation	N	84	36
		%	70.0%	30.0%
	Assist	N	0	0
		%	0.0	0.0
District 29	Investigatory	N	13	11
		%	54.2%	45.8%
	Motor Vehicle Violation	N	206	64
		%	76.3%	23.7%
	Assist	N	12	2
		%	85.7%	14.3%
District 30	Investigatory	N	13	5
		%	72.2%	27.8%
	Motor Vehicle Violation	N	416	81
		%	83.7%	16.3%
	Assist	N	7	0
		%	100.0%	0.0%
District 31	Investigatory	N	25	20
		%	55.6%	44.4%
	Motor Vehicle Violation	N	186	78
		%	70.5%	29.5%
	Assist	N	3	2
		%	60.0%	40.0%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	398	195
	%	6.0%	2.3%
Speeding (Low)	N	366	137
	%	5.1%	1.6%
Other Traffic Violation	N	3,772	4,681
	%	55.6%	53.8%
Equipment Violation	N	781	1,431
	%	11.5%	16.4%
Registration Violation	N	282	892
	%	4.2%	10.2%
Calls for Service/APB	N	199	414
	%	2.9%	4.8%
City Ordinance Violation	N	416	542
	%	6.1%	6.2%
Special Detail	N	387	418
	%	5.7%	4.8%
Motorist Assist	N	151	136
	%	2.2%	1.6%
Warrant	N	34	87
	%	0.5%	1.0%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	135	104
	%	2.1%	1.3%
Speeding (Low)	N	813	346
	%	12.7%	4.4%
Other Traffic Violation	N	3638	3965
	%	56.7%	50.4%
Equipment Violation	N	432	1053
	%	6.7%	13.4%
Registration Violation	N	287	830
	%	4.5%	10.6%
Calls for Service	N	71	77
	%	1.1%	1.0%
City Ordinance Violation	N	231	362
	%	3.6%	4.6%
Special Detail	N	45	103
	%	0.7%	1.3%
Motorist Assist	N	126	78
	%	2.0%	1.0%
Warrant	N	8	28
	%	0.1%	0.4%
APB	N	44	141
	%	0.7%	1.8%
Suspicious Person	N	475	547
	%	7.4%	7.0%
More Than One	N	113	228
	%	1.8%	2.9%

RICHMOND

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	1,646					
Reason for the Stop:		%	N			
	Investigatory	1.2%	(19)			
	Motor Vehicle	98.8%	(1602)			
	Assist	0.1%	(1)			
Basis for the Stop:		%	N		%	N
	Speeding	57.3%	(907)	Call for Service	0.1%	(1)
	Other Traffic Violations	8.3%	(131)	APB	0.0%	(0)
	Equipment Violations	24.1%	(382)	Suspicious Person	0.3%	(5)
	Registration Violation	9.8%	(155)	Motorist Assist	0.1%	(1)
	City or Town Ordinance	0.0%	(0)	Warrant	0.1%	(1)
	Special Detail	0.0%	(0)			
Outcome of the Stop:		%	N			
	Citation	57.5%	(939)			
	Notice of Demand	16.6%	(271)			
	Warning	18.2%	(297)			
	Arrest	7.2%	(118)			
	No Action	0.4%	(7)			
		%	N			
Stops with Search:		10.0%	(161)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	55.7%	(865)			
	2nd Shift (4 p to 12 a)	40.7%	(633)			
	3rd Shift (12 a to 8 a)	3.6%	(56)			
Date of Week:		%	N			
	Weekday	73.9%	(1182)			
	Weekend	26.1%	(417)			
Season:		%	N			
	Winter	35.2%	(572)			
	Spring	23.5%	(382)			
	Summer	21.5%	(349)			
	Fall	19.8%	(321)			
Driver Race:		%	N		%	N
	White	93.9%	(1537)	Asian	0.6%	(10)
	Black/African American	2.3%	(38)	Native American	1.2%	(19)
	Hispanic	1.8%	(30)	Other	0.1%	(2)
Driver Gender:		%	N			
	Male	63.4%	(1029)			
	Female	36.6%	(595)			

RICHMOND

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003				2004-2005		
Location		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
District 1	N	672	62	734	N	601	43	644
	%	91.6%	8.4%	100.0%	%	93.3%	6.7%	100.0%
District 2	N	1097	78	1175	N	716	37	753
	%	93.4%	6.6%	100.0%	%	95.1%	4.9%	100.0%
District 3	N	15	1	16	N	189	17	206
	%	93.8%	6.3%	100.0%	%	91.7%	8.3%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	562	37	599	N	803	57	860
(8am - 4pm)	%	93.8%	6.2%	100.0%	%	93.4%	6.6%	100.0%
2nd Shift	N	1176	96	1272	N	600	31	631
(4pm – 12am)	%	92.5%	7.5%	100.0%	%	95.1%	4.9%	100.0%
3rd Shift	N	48	6	54	N	50	6	56
(12am – 8am)	%	88.9%	11.1%	100.0%	%	89.3%	10.7%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	392	31	423	N	542	25	567
(Dec – Feb)	%	92.7%	7.3%	100.0%	%	95.6%	4.4%	100.0%
Spring	N	525	49	574	N	351	29	380
(Mar – May)	%	91.5%	8.5%	100.0%	%	92.4%	7.6%	100.0%
Summer	N	513	42	555	N	332	17	349
(Jun – Aug)	%	92.4%	7.6%	100.0%	%	95.1%	4.9%	100.0%
Fall	N	396	22	418	N	293	27	320
(Sep – Nov)	%	94.7%	5.3%	100.0%	%	91.6%	8.4%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)		N	186	11	197	District 1	N	316	22	338
		%	94.4%	5.6%	100.0%		%	93.5%	6.5%	100.0%
Shift 2 (4pm - 12am)		N	447	47	494		N	243	17	260
		%	90.5%	9.5%	100.0%		%	93.5%	6.5%	100.0%
Shift 3 (12am - 8am)		N	18	1	19		N	15	3	18
		%	94.7%	5.3%	100.0%		%	93.2%	6.8%	100.0%
Shift 1 (8am - 4pm)		N	340	22	362	District 2	N	339	23	362
		%	93.9%	6.1%	100.0%		%	93.6%	6.4%	100.0%
Shift 2 (4pm - 12am)		N	689	47	736		N	305	12	317
		%	93.6%	6.4%	100.0%		%	96.2%	3.8%	100.0%
Shift 3 (12am - 8am)		N	28	4	32		N	26	1	27
		%	87.5%	12.5%	100.0%		%	96.3%	3.7%	100.0%
Shift 1 (8am - 4pm)		N	3	0	3	District 3	N	128	12	140
		%	100.0%	0.0%	100.0%		%	91.4%	8.6%	100.0%
Shift 2 (4pm - 12am)		N	12	0	12		N	45	2	47
		%	100.0%	0.0%	100.0%		%	95.7%	4.3%	100.0%
Shift 3 (12am - 8am)		N	0	0	0		N	9	2	11
		%	0.0%	0.0%	100.0%		%	81.8%	18.2%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	592	N	483
	%	30.5%	%	31.0%
Non-White Male over 30	N	75	N	32
	%	3.9%	%	2.1%
White Male under 31	N	617	N	437
	%	31.7%	%	28.1%
Non-White Male under 31	N	39	N	36
	%	2.0%	%	2.3%
White Female over 30	N	319	N	275
	%	16.4%	%	17.7%
Non-White Female over 30	N	19	N	12
	%	1.0%	%	0.8%
White Female under 31	N	274	N	266
	%	14.1%	%	17.1%
Non-White Female under 31	N	9	N	15
	%	0.5%	%	1.0%
Total	N	1944	N	1556
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop		2001-2003			2004-2005	
		White	Non-White		White	Non-White
Investigatory	N	16	5	N	17	2
	%	0.9%	3.4%	%	1.1%	2.0%
Motor Vehicle Violation	N	1810	142	N	1492	96
	%	99.1%	96.6%	%	98.8%	98.0%
Assist	N	1	0	N	1	0
	%	0.1%	0.0%	%	0.1%	0.0%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			White	Non-White			White	Non-White
Investigatory	District 1	N	5	1	District 1	N	9	2
		%	83.3%	16.7%		%	81.8%	18.2%
Motor Vehicle Violation		N	659	60		N	583	40
		%	91.7%	8.3%		%	93.6%	6.4%
Assist		N	1	0		N	0	0
		%	100.0%	0.0%		%	0.0%	0.0%
Investigatory	District 2	N	9	2	District 2	N	5	0
		%	81.8%	18.2%		%	100.0%	0.0%
Motor Vehicle Violation		N	1072	74		N	697	37
		%	93.5%	6.5%		%	95.0%	5.0%
Assist		N	1	1		N	1	0
		%	50.0%	50.0%		%	100.0%	0.0%
Investigatory	District 3	N	0	0	District 3	N	3	0
		%	0.0%	0.0%		%	100.0%	0.0%
Motor Vehicle Violation		N	15	0		N	181	17
		%	100.0%	0.0%		%	91.4%	8.6%
Assist		N	0	0		N	0	0
		%	0.0%	0.0%		%	0.0%	0.0%

8. Basis for Stop by Race

2001-2003

Basis for Stop		White	Non-White
Speeding (High)	N	976	80
	%	54.0%	56.3%
Speeding (Low)	N	435	29
	%	24.1%	20.4%
Other Traffic Violation	N	177	16
	%	9.6%	10.7%
Equipment Violation	N	155	12
	%	8.4%	8.1%
Registration Violation	N	52	3
	%	2.8%	2.0%
Calls for Service/APB	N	3	1
	%	0.2%	0.7%
City Ordinance Violation	N	0	1
	%	0.0%	0.7%
Special Detail	N	5	0
	%	0.3%	0.0%
Motorist Assist	N	1	0
	%	0.1%	0.0%
Warrant	N	1	0
	%	100.0%	0.0%

2004-2005

Basis for Stop		White	Non-White
Speeding (High)	N	450	32
	%	15.9%	18.1%
Speeding (Low)	N	369	13
	%	13.0%	7.3%
Other Traffic Violation	N	174	11
	%	6.1%	6.2%
Equipment Violation	N	342	24
	%	12.1%	13.6%
Registration Violation	N	121	12
	%	4.3%	6.8%
Calls for Service	N	1	0
	%	0.0%	0.0%
City Ordinance Violation	N	1	0
	%	0.0%	0.0%
Special Detail	N	4	0
	%	0.1%	0.0%
Motorist Assist	N	39	5
	%	1.4%	2.8%
Warrant	N	450	32
	%	15.9%	18.1%
APB	N	369	13
	%	13.0%	7.3%
Suspicious Person	N	174	11
	%	6.1%	6.2%
More Than One	N	342	24
	%	12.1%	13.6%

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	2,255					
Reason for the Stop:		%	N			
	Investigatory	5.2%	(115)			
	Motor Vehicle	90.2%	(1988)			
	Assist	4.5%	(102)			
Basis for the Stop:		%	N		%	N
	Speeding	61.2%	(1360)	Call for Service	1.0%	(22)
	Other Traffic Violations	11.3%	(252)	APB	0.4%	(10)
	Equipment Violations	16.7%	(371)	Suspicious Person	2.2%	(50)
	Registration Violation	2.0%	(45)	Motorist Assist	4.6%	(102)
	City or Town Ordinance	0.2%	(4)	Warrant	0.1%	(2)
	Special Detail	0.3%	(6)			
Outcome of the Stop:		%	N			
	Citation	46.9%	(1038)			
	Notice of Demand	2.6%	(58)			
	Warning	40.2%	(891)			
	Arrest	2.9%	(64)			
	No Action	7.4%	(164)			
Stops with Search:		%	N			
		4.4%	(97)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	47.2%	(1020)			
	2nd Shift (4 p to 12 a)	44.2%	(956)			
	3rd Shift (12 a to 8 a)	8.6%	(186)			
Date of Week:		%	N			
	Weekday	75.6%	(1596)			
	Weekend	24.4%	(515)			
Season:		%	N			
	Winter	26.3%	(570)			
	Spring	28.3%	(613)			
	Summer	23.8%	(517)			
	Fall	21.6%	(469)			
Driver Race:		%	N		%	N
	White	94.9%	(2111)	Asian	0.9%	(20)
	Black/African American	2.0%	(44)	Native American	0.0%	(0)
	Hispanic	2.1%	(47)	Other	0.1%	(2)
Driver Gender:		%	N			
	Male	67.4%	(1497)			
	Female	32.6%	(725)			

SCITUATE

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
North	N	301	14	315	North	N	264	13	277
	%	95.6%	4.4%	100.0%		%	95.3%	4.7%	100.0%
South	N	368	16	384	South	N	310	11	321
	%	95.8%	4.2%	100.0%		%	96.6%	3.4%	100.0%
Rt. 6 & Rt. 101	N	1,357	174	1,531	Rt. 6 & 101	N	665	62	727
	%	88.6%	11.4%	100.0%		%	91.5%	8.5%	100.0%
All Other State Highways	N	982	38	1,020	All Other St. Highways	N	810	23	833
	%	96.3%	3.7%	100.0%		%	97.2%	2.8%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	1,251	99	1,350	N	962	53	1015
(8am - 4pm)	%	92.7%	7.3%	100.0%	%	94.8%	5.2%	100.0%
2nd Shift	N	1,393	113	1,506	N	886	52	938
(4pm – 12am)	%	92.5%	7.5%	100.0%	%	94.5%	5.5%	100.0%
3rd Shift	N	342	27	369	N	180	6	186
(12am – 8am)	%	92.7%	7.3%	100.0%	%	96.8%	3.2%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	717	60	777	N	530	33	563
(Dec – Feb)	%	92.3%	7.7%	100.0%	%	94.1%	5.9%	100.0%
Spring	N	973	86	1,059	N	587	24	611
(Mar – May)	%	91.9%	8.1%	100.0%	%	96.1%	3.9%	100.0%
Summer	N	675	54	729	N	469	36	505
(Jun – Aug)	%	92.6%	7.4%	100.0%	%	92.9%	7.1%	100.0%
Fall	N	675	45	720	N	447	18	465
(Sep – Nov)	%	93.8%	6.3%	100.0%	%	96.1%	3.9%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	North	N	178	6	184	North	N	153	12	165
		%	96.7%	3.3%	100.0%		%	92.7%	7.3%	100.0%
Shift 2 (4pm - 12am)		N	84	5	89		N	86	0	86
		%	94.4%	5.6%	100.0%		%	100.0%	0.0%	100.0%
Shift 3 (12am - 8am)		N	31	1	32		N	10	1	11
		%	96.9%	3.1%	100.0%		%	90.9%	9.1%	100.0%
Shift 1 (8am - 4pm)	South	N	207	9	216	South	N	155	6	161
		%	95.8%	4.2%	100.0%		%	96.3%	3.7%	100.0%
Shift 2 (4pm - 12am)		N	115	4	119		N	105	5	110
		%	96.6%	3.4%	100.0%		%	95.5%	4.5%	100.0%
Shift 3 (12am - 8am)		N	31	1	32		N	43	0	43
		%	96.9%	3.1%	100.0%		%	100.0%	0.0%	100.0%
Shift 1 (8am - 4pm)	Rt. 6 & 101	N	457	63	520	Rt. 6 & 101	N	265	19	284
		%	87.9%	12.1%	100.0%		%	93.3%	6.7%	100.0%
Shift 2 (4pm - 12am)		N	710	86	796		N	334	37	371
		%	89.2%	10.8%	100.0%		%	90.0%	10.0%	100.0%
Shift 3 (12am - 8am)		N	164	22	186		N	48	5	53
		%	88.2%	11.8%	100.0%		%	90.6%	9.4%	100.0%
Shift 1 (8am - 4pm)	All Other State Highways	N	383	21	404	All Other State Highways	N	361	14	375
		%	94.8%	5.2%	100.0%		%	96.3%	3.7%	100.0%
Shift 2 (4pm - 12am)		N	463	14	477		N	342	8	350
		%	97.1%	2.9%	100.0%		%	97.7%	2.3%	100.0%
Shift 3 (12am - 8am)		N	106	3	109		N	75	0	75
		%	97.2%	2.8%	100.0%		%	100.0%	0.0%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	1,099	N	867
	%	33.9%	%	39.9%
Non-White Male over 30	N	88	N	45
	%	2.7%	%	2.1%
White Male under 31	N	1,005	N	513
	%	31.0%	%	23.6%
Non-White Male under 31	N	107	N	42
	%	3.3%	%	1.9%
White Female over 30	N	521	N	446
	%	16.1%	%	20.5%
Non-White Female over 30	N	21	N	13
	%	0.6%	%	0.6%
White Female under 31	N	380	N	238
	%	11.7%	%	10.9%
Non-White Female under 31	N	21	N	10
	%	0.6%	%	0.5%
Total	N	3,242	N	2174
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	76	10	N	106	8
	%	2.5%	4.1%	%	5.1%	7.1%
Motor Vehicle Violation	N	2954	232	N	1872	91
	%	96.9%	95.5%	%	90.7%	81.3%
Assist	N	17	1	N	87	13
	%	0.6%	0.4%	%	4.2%	11.6%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	District 1	N	16	1	District 1	N	23	2
		%	94.1%	5.9%		%	92.0%	8.0%
Motor Vehicle Violation		N	282	13		N	222	9
		%	95.6%	4.4%		%	96.1%	3.9%
Assist		N	3	0		N	11	2
		%	100.0%	0.0%		%	84.6%	15.4%
Investigatory	District 2	N	16	1	District 2	N	34	2
		%	94.1%	5.9%		%	94.4%	5.6%
Motor Vehicle Violation		N	349	16		N	256	8
		%	95.6%	4.4%		%	97%	3.0%
Assist		N	1	0		N	15	1
		%	100.0%	0.0%		%	93.8%	6.3%
Investigatory	District 3	N	21	6	District 3	N	14	0
		%	77.8%	22.2%		%	100%	0.0%
Motor Vehicle Violation		N	1,318	163		N	610	55
		%	90.0%	10.0%		%	91.7%	8.3%
Assist		N	7	1		N	32	7
		%	87.5%	12.5%		%	82.1%	17.9%
Investigatory	District 4	N	20	2	District 4	N	34	4
		%	90.9%	9.1%		%	89.5%	10.5%
Motor Vehicle Violation		N	948	36		N	727	17
		%	96.3%	3.7%		%	97.7%	2.3%
Assist		N	6	0		N	29	2
		%	100.0%	0.0%		%	93.5%	6.5%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	1,848	140
	%	62.0%	54.5%
Speeding (Low)	N	451	24
	%	15.1%	9.3%
Other Traffic Violation	N	289	28
	%	9.7%	10.9%
Equipment Violation	N	338	42
	%	7.5%	16.3%
Registration Violation	N	91	16
	%	3.1%	6.2%
Calls for Service/APB	N	26	3
	%	0.9%	1.2%
City Ordinance Violation	N	11	1
	%	0.4%	0.4%
Special Detail	N	18	1
	%	0.6%	0.4%
Motorist Assist	N	17	1
	%	0.6%	0.4%
Warrant	N	7	1
	%	0.2%	0.4%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	1148	50
	%	55.6%	45.0%
Speeding (Low)	N	120	4
	%	5.8%	3.6%
Other Traffic Violation	N	203	11
	%	9.8%	9.9%
Equipment Violation	N	311	17
	%	15.1%	15.3%
Registration Violation	N	27	6
	%	1.3%	5.4%
Calls for Service	N	18	2
	%	0.9%	1.8%
City Ordinance Violation	N	3	0
	%	0.1%	0.0%
Special Detail	N	1	0
	%	0.0%	0.0%
Motorist Assist	N	78	10
	%	3.8%	9.0%
Warrant	N	1	0
	%	0.0%	0.0%
APB	N	9	1
	%	0.4%	0.9%
Suspicious Person	N	45	2
	%	2.2%	1.8%
More Than One	N	100	8
	%	4.8%	7.2%

SMITHFIELD

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	6,826					
Reason for the Stop:		%	N			
	Investigatory	2.0%	(138)			
	Motor Vehicle	95.5%	(6506)			
	Assist	2.5%	(170)			
Basis for the Stop:		%	N		%	N
	Speeding	47.4%	(3232)	Call for Service	0.9%	(63)
	Other Traffic Violations	14.4%	(982)	APB	0.1%	(8)
	Equipment Violations	22.4%	(1532)	Suspicious Person	0.9%	(64)
	Registration Violation	10.7%	(731)	Motorist Assist	2.1%	(144)
	City or Town Ordinance	0.1%	(10)	Warrant	0.2%	(15)
	Special Detail	0.6%	(44)			
Outcome of the Stop:		%	N			
	Citation	58.6%	(3995)			
	Notice of Demand	0.5%	(34)			
	Warning	31.5%	(2147)			
	Arrest	5.5%	(373)			
	No Action	3.9%	(266)			
		%	N			
Stops with Search:		3.4%	(235)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	46.8%	(3169)			
	2nd Shift (4 p to 12 a)	31.1%	(2103)			
	3rd Shift (12 a to 8 a)	22.2%	(1500)			
Date of Week:		%	N			
	Weekday	80.7%	(5494)			
	Weekend	19.3%	(1317)			
Season:		%	N			
	Winter	24.8%	(1692)			
	Spring	25.8%	(1760)			
	Summer	29.2%	(1993)			
	Fall	20.1%	(1372)			
Driver Race:		%	N		%	N
	White	91.2%	(6225)	Asian	1.5%	(99)
	Black/African American	3.3%	(227)	Native American	0.0%	(1)
	Hispanic	3.8%	(259)	Other	0.2%	(15)
Driver Gender:		%	N			
	Male	63.6%	(4335)			
	Female	36.4%	(2482)			

SMITHFIELD

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. **Location by Race**

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Patrol Sector 1	N	2,987	242	3,229	Beat 1	N	2265	189	2454
	%	92.5%	7.5%	100.0%		%	92.3%	7.7%	100.0%
Patrol Sector 2	N	3,146	374	3,520	Beat 2	N	1603	170	1773
	%	89.4%	10.6%	100.0%		%	90.4%	9.6%	100.0%
Patrol Sector 3	N	3,099	454	3,553	Beat 3	N	2343	241	2584
	%	87.2%	12.8%	100.0%		%	90.7%	9.3%	100.0%
Out of Town Stops/Assists	N	4	0	4	Out of Town	N	1	0	1
	%	100.0%	0.0%	100.0%		%	100.0%	0.0%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	3,162	324	3,486	N	2933	236	3169
(8am - 4pm)	%	90.7%	9.3%	100.0%	%	92.6%	7.4%	100.0%
2nd Shift	N	3,518	384	3,902	N	1908	195	2103
(4pm – 12am)	%	90.2%	9.8%	100.0%	%	90.7%	9.3%	100.0%
3rd Shift	N	2,527	359	2,886	N	1335	165	1500
(12am – 8am)	%	87.6%	12.4%	100.0%	%	89.0%	11.0%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	2,279	224	2,503	N	1527	165	1692
(Dec – Feb)	%	91.1%	8.9%	100.0%	%	90.2%	9.8%	100.0%
Spring	N	2,674	330	3,004	N	1594	166	1760
(Mar – May)	%	89.0%	11.0%	100.0%	%	90.6%	9.4%	100.0%
Summer	N	2,134	270	2,404	N	1846	147	1993
(Jun – Aug)	%	88.8%	11.2%	100.0%	%	92.6%	7.4%	100.0%
Fall	N	2,206	250	2,456	N	1249	123	1372
(Sep – Nov)	%	89.8%	10.2%	100.0%	%	91.0%	9.0%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Patrol Sector 1	N	1,116	75	1,191	Beat 1	N	1215	68	1283
		%	93.7%	6.3%	100.0%		%	94.7%	5.3%	100.0%
Shift 2 (4pm - 12am)		N	994	85	1,079		N	558	62	620
		%	92.1%	7.9%	100.0%		%	90.0%	10.0%	100.0%
Shift 3 (12am - 8am)		N	847	78	925		N	472	58	530
		%	91.6%	8.4%	100.0%		%	89.1%	10.9%	100.0%
Shift 1 (8am - 4pm)	Patrol Sector 2	N	1,089	118	1,207	Beat 2	N	616	57	673
		%	90.2%	9.8%	100.0%		%	91.5%	8.5%	100.0%
Shift 2 (4pm - 12am)		N	1,160	115	1,275		N	568	61	629
		%	91.0%	9.0%	100.0%		%	90.3%	9.7%	100.0%
Shift 3 (12am - 8am)		N	864	138	1,002		N	404	50	454
		%	86.2%	13.8%	100.0%		%	89.0%	11.0%	100.0%
Shift 1 (8am - 4pm)	Patrol Sector 3	N	929	129	1,058	Beat 3	N	1097	111	1208
		%	87.8%	12.2%	100.0%		%	90.8%	9.2%	100.0%
Shift 2 (4pm - 12am)		N	1,346	182	1,528		N	776	72	848
		%	88.1%	11.9%	100.0%		%	91.5%	8.5%	100.0%
Shift 3 (12am - 8am)		N	794	143	937		N	456	56	512
		%	84.7%	15.3%	100.0%		%	89.1%	10.9%	100.0%
Shift 1 (8am - 4pm)	Out of Town Stops/Assists									
		N	0	0	0	Out of Town	N	1	0	1
		%	0.0%	0.0%	0.0%		%	100.0%	0.0%	100.0%
Shift 2 (4pm - 12am)		N	1	0	1		N	0	0	0
		%	100.0%	0.0%	100.0%		%	0.0%	0.0%	0.0%
Shift 3 (12am - 8am)		N	3	0	3		N	0	0	0
		%	100.0%	0.0%	100.0%		%	0.0%	0.0%	0.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	2,924	N	2058
	%	28.4%	%	30.1%
Non-White Male over 30	N	390	N	235
	%	3.8%	%	3.4%
White Male under 31	N	3,609	N	1846
	%	35.0%	%	27.0%
Non-White Male under 31	N	430	N	191
	%	4.2%	%	2.8%
White Female over 30	N	1328	N	1333
	%	12.9%	%	19.5%
Non-White Female over 30	N	120	N	98
	%	1.2%	%	1.4%
White Female under 31	N	1374	N	971
	%	13.3%	%	14.2%
Non-White Female under 31	N	122	N	74
	%	1.2%	%	1.1%
Total	N	10,297	N	6806
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	370	46	N	122	16
	%	4.0%	4.3%	%	2.0%	2.7%
Motor Vehicle Violation	N	8,747	1,000	N	5926	568
	%	94.1%	93.4%	%	95.4%	94.7%
Assist	N	201	34	N	156	14
	%	2.2%	3.2%	%	2.5%	2.3%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Patrol Sector 1	N	121	12	Beat 1	N	39	8
		%	91.0%	9.0%		%	83.0%	17.0%
Motor Vehicle Violation		N	2804	219		N	2174	178
		%	92.8%	7.2%		%	92.4%	7.6%
Assist		N	48	8		N	46	2
		%	85.7%	14.3%		%	95.8%	4.2%
Investigatory	Patrol Sector 2	N	127	11	Beat 2	N	39	2
		%	92.0%	8.0%		%	95.1%	4.9%
Motor Vehicle Violation		N	2917	348		N	1483	159
		%	89.3%	10.7%		%	90.3%	9.7%
Assist		N	91	11		N	72	7
		%	89.2%	10.8%		%	91.1%	8.9%
Investigatory	Patrol Sector 3	N	94	15	Beat 3	N	44	6
		%	86.2%	13.8%		%	88.0%	12.0%
Motor Vehicle Violation		N	2938	421		N	2256	230
		%	87.5%	12.5%		%	90.7%	9.3%
Assist		N	56	13		N	37	5
		%	81.2%	18.8%		%	88.1%	11.9%
Investigatory	Out of Town Stops/Assists	N	0	0	Out of Town	N	0	0
		%	0.0%	0.0%		%	0.0%	0.0%
Motor Vehicle Violation		N	3.0	0		N	0	0
		%	100.0%	0.0%		%	0.0%	0.0%
Assist		N	1	0		N	1	0
		%	100.0%	0.0%		%	100.0%	0.0%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	3,709	327
	%	37.8%	28.1%
Speeding (Low)	N	677	79
	%	6.9%	6.8%
Other Traffic Violation	N	1,789	190
	%	18.2%	16.4%
Equipment Violation	N	2,121	322
	%	21.6%	27.7%
Registration Violation	N	825	160
	%	8.4%	13.8%
Calls for Service/APB	N	272	29
	%	2.8%	2.5%
City Ordinance Violation	N	17	2
	%	0.2%	0.2%
Special Detail	N	223	18
	%	2.3%	1.6%
Motorist Assist	N	154	31
	%	1.6%	2.7%
Warrant	N	14	3
	%	0.1%	0.3%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	2553	197
	%	41.1%	32.9%
Speeding (Low)	N	444	28
	%	7.1%	4.7%
Other Traffic Violation	N	838	56
	%	13.5%	9.3%
Equipment Violation	N	1240	161
	%	19.9%	26.9%
Registration Violation	N	516	85
	%	8.3%	14.2%
Calls for Service	N	56	4
	%	0.9%	0.7%
City Ordinance Violation	N	9	0
	%	0.1%	0.0%
Special Detail	N	6	0
	%	0.1%	0.0%
Motorist Assist	N	114	12
	%	1.8%	2.0%
Warrant	N	12	1
	%	0.2%	0.2%
APB	N	6	0
	%	0.1%	0.0%
Suspicious Person	N	54	6
	%	0.9%	1.0%
More Than One	N	368	49
	%	5.9%	8.2%

SOUTH KINGSTOWN

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	16,084					
Reason for the Stop:		%	N			
	Investigatory	2.6%	(415)			
	Motor Vehicle	97.1%	(15337)			
	Assist	0.3%	(40)			
Basis for the Stop:		%	N		%	N
	Speeding	65.9%	(10519)	Call for Service	0.3%	(42)
	Other Traffic Violations	16.7%	(2660)	APB	0.3%	(44)
	Equipment Violations	12.1%	(1931)	Suspicious Person	0.7%	(116)
	Registration Violation	3.3%	(533)	Motorist Assist	0.2%	(38)
	City or Town Ordinance	0.1%	(15)	Warrant	0.3%	(47)
	Special Detail	0.1%	(10)			
Outcome of the Stop:		%	N			
	Citation	36.1%	(5749)			
	Notice of Demand	0.4%	(60)			
	Warning	59.7%	(9515)			
	Arrest	1.6%	(259)			
	No Action	2.2%	(350)			
		%	N			
Stops with Search:		1.6%	(254)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	39.1%	(6085)			
	2nd Shift (4 p to 12 a)	38.3%	(5963)			
	3rd Shift (12 a to 8 a)	22.6%	(3524)			
Date of Week:		%	N			
	Weekday	82.0%	(12871)			
	Weekend	18.0%	(2818)			
Season:		%	N			
	Winter	21.2%	(3363)			
	Spring	23.4%	(3717)			
	Summer	26.8%	(4255)			
	Fall	28.7%	(4562)			
Driver Race:		%	N		%	N
	White	89.1%	(14230)	Asian	1.4%	(218)
	Black/African American	4.4%	(698)	Native American	0.4%	(66)
	Hispanic	1.7%	(266)	Other	3.0%	(486)
Driver Gender:		%	N			
	Male	57.2%	(9105)			
	Female	42.8%	(6826)			

SOUTH KINGSTOWN

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003		
Location		**White**	**Non-White**	**Total**
North	N	15,290	1,152	16,442
	%	93.0%	7.0%	100.0%
South	N	4,299	254	4,553
	%	94.4%	5.6%	100.0%
Town East	N	4,283	301	4,584
	%	93.4%	6.6%	100.0%
Town West	N	2,344	207	2,551
	%	91.9%	8.1%	100.0%

		2004-2005		
Location		**White**	**Non-White**	**Total**
North East	N	5806	782	6588
	%	88.1%	11.9%	100.0%
North West	N	1989	236	2225
	%	89.4%	10.6%	100.0%
South	N	2210	146	2356
	%	93.8%	6.2%	100.0%
Town East	N	2358	183	2541
	%	92.8%	7.2%	100.0%
Town West	N	1363	168	1531
	%	89.0%	11.0%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	13,322	762	14,084	N	5708	352	6060
(8am - 4pm)	%	94.6%	5.4%	100.0%	%	94.2%	5.8%	100.0%
2nd Shift	N	9,595	787	10,382	N	5212	717	5929
(4pm – 12am)	%	92.4%	7.6%	100.0%	%	87.9%	12.1%	100.0%
3rd Shift	N	3,811	447	4,258	N	2902	589	3491
(12am – 8am)	%	89.5%	10.5%	100.0%	%	83.1%	16.9%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	7,596	525	8,121	N	2919	417	3336
(Dec – Feb)	%	93.5%	6.5%	100.0%	%	87.5%	12.5%	100.0%
Spring	N	6,109	470	6,579	N	3284	405	3689
(Mar – May)	%	92.9%	7.1%	100.0%	%	89.0%	11.0%	100.0%
Summer	N	6,757	508	7,265	N	3849	387	4236
(Jun – Aug)	%	93.0%	7.0%	100.0%	%	90.9%	9.1%	100.0%
Fall	N	6,644	529	7,173	N	4060	485	4545
(Sep – Nov)	%	92.6%	7.4%	100.0%	%	89.3%	10.7%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	North	N	7,917	462	8,379	North East	N	2415	143	2558
		%	94.5%	5.5%	100.0%		%	94.4%	5.6%	100.0%
Shift 2 (4pm - 12am)		N	5,009	436	5,445		N	2128	327	2455
		%	92.0%	8.0%	100.0%		%	86.7%	13.3%	100.0%
Shift 3 (12am - 8am)		N	2,009	230	2,239		N	1124	276	1400
		%	89.7%	10.3%	100.0%		%	80.3%	19.7%	100.0%
Shift 1 (8am - 4pm)	South	N	1,943	98	2,041	North West	N	767	76	843
		%	95.2%	4.8%	100.0%		%	91.0%	9.0%	100.0%
Shift 2 (4pm - 12am)		N	1,688	101	1,789		N	638	77	715
		%	94.4%	5.6%	100.0%		%	89.2%	10.8%	100.0%
Shift 3 (12am - 8am)		N	579	47	626		N	511	77	588
		%	92.5%	7.5%	100.0%		%	86.9%	13.1%	100.0%
Shift 1 (8am - 4pm)	Town East	N	1,959	95	2,054	South	N	897	39	936
		%	95.4%	4.6%	100.0%		%	95.85	4.2%	100.0%
Shift 2 (4pm - 12am)		N	1,541	102	1,643		N	966	61	1027
		%	93.8%	6.2%	100.0%		%	94.1%	5.9%	100.0%
Shift 3 (12am - 8am)		N	686	95	781		N	287	42	329
		%	87.8%	12.2%	100.0%		%	87.2%	12.8%	100.0%
Shift 1 (8am - 4pm)	Town West	N	1,043	61	1,104	Town East	N	974	41	1015
		%	94.5%	5.5%	100.0%		%	96.0%	4.0%	100.0%
Shift 2 (4pm - 12am)		N	957	102	1,059		N	749	76	825
		%	90.4%	9.6%	100.0%		%	90.8%	9.2%	100.0%
Shift 3 (12am - 8am)		N	291	31	322		N	584	63	647
		%	90.4%	9.6%	100.0%		%	90.3%	9.7%	100.0%
						Town West	N	468	41	509
							%	91.9%	8.1%	100.0%
							N	581	76	657
							%	88.4%	11.6%	100.0%
							N	277	45	322
							%	86.0%	14.0%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	9207	N	4214
	%	32.3%	%	26.8%
Non-White Male over 30	N	738	N	543
	%	2.6%	%	3.5%
White Male under 31	N	5857	N	3616
	%	20.5%	%	23.0%
Non-White Male under 31	N	667	N	607
	%	2.35	%	3.9%
White Female over 30	N	6904	N	3362
	%	24.2%	%	21.4%
Non-White Female over 30	N	321	N	266
	%	1.1%	%	1.7%
White Female under 31	N	4588	N	2853
	%	16.1%	%	18.1%
Non-White Female under 31	N	257	N	259
	%	0.9%	%	1.6%
Total	N	28539	N	15720
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	362	68	N	274	136
	%	1.3%	3.3%	%	2.0%	8.2%
Motor Vehicle Violation	N	26574	1955	N	13715	1521
	%	98.4%	95.8%	%	97.8%	91.4%
Assist	N	78	17	N	31	8
	%	0.3%	0.8%	%	0.2%	0.5%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	North	N	113	20	North East	N	85	67
		%	85.0%	15.0%		%	55.9%	44.1%
Motor Vehicle Violation		N	14867	1108		N	5631	678
		%	93.1%	6.9%		%	89.3%	10.7%
Assist		N	34	11		N	14	3
		%	75.6%	24.4%		%	82.4%	17.6%
Investigatory	South	N	66	10	North West	N	29	5
		%	86.8%	13.2%		%	85.3%	14.7%
Motor Vehicle Violation		N	4149	241		N	1933	225
		%	94.5%	5.5%		%	89.6%	10.4%
Assist		N	29	0		N	3	2
		%	100.0%	0.0%		%	60.0%	40.0%
Investigatory	Town East	N	58	16	South	N	46	9
		%	78.4%	21.6%		%	83.6%	16.4%
Motor Vehicle Violation		N	4185	280		N	2130	131
		%	93.7%	6.3%		%	94.2%	5.8%
Assist		N	7	3		N	6	3
		%	70.0%	30.0%		%	66.7%	33.3%
Investigatory	Town West	N	57	14	Town East	N	53	9
		%	80.3%	19.7%		%	85.5%	14.5%
Motor Vehicle Violation		N	2254	184		N	2267	170
		%	92.5%	7.5%		%	93.0%	7.0%
Assist		N	5	3		N	4	0
		%	62.5%	37.5%		%	100.0%	0.0%
					Town West	N	42	11
						%	79.2%	20.8%
						N	1299	154
						%	89.4%	10.6%
						N	2	0
						%	100.0%	0.0%

8. Basis for Stop by Race

2001-2003				2004-2005			
Basis for Stop		**White**	**Non-White**	**Basis for Stop**		**White**	**Non-White**
Speeding (High)	N	18,817	1,241	Speeding (High)	N	7847	716
	%	70.5%	60.2%		%	55.9%	42.6%
Speeding (Low)	N	1,948	103	Speeding (Low)	N	1648	110
	%	7.3%	5.0%		%	11.7%	6.5%
Other Traffic Violation	N	3,422	342	Other Traffic Violation	N	2115	396
	%	12.5%	16.6%		%	15.1%	23.5%
Equipment Violation	N	1,770	230	Equipment Violation	N	1492	255
	%	6.5%	11.1%		%	10.6%	15.2%
Registration Violation	N	717	94	Registration Violation	N	374	99
	%	2.6%	4.6%		%	2.7%	5.9%
Calls for Service/APB	N	72	14	Calls for Service	N	32	8
	%	0.3%	0.7%		%	0.2%	0.5%
City Ordinance Violation	N	18	2	City Ordinance Violation	N	12	1
	%	0.1%	0.1%		%	0.1%	0.1%
Special Detail	N	61	5	Special Detail	N	8	2
	%	0.2%	0.2%		%	0.1%	0.1%
Motorist Assist	N	99	19	Motorist Assist	N	30	6
	%	0.4%	0.9%		%	0.2%	0.4%
Warrant	N	25	13	Warrant	N	31	11
	%	0.1%	0.6%		%	0.2%	0.7%
				APB	N	28	12
					%	0.2%	0.7%
				Suspicious Person	N	88	22
					%	0.6%	1.3%
				More Than One	N	323	44
					%	2.3%	2.6%

TIVERTON

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	4,597					
Reason for the Stop:		%	N			
	Investigatory	9.3%	(421)			
	Motor Vehicle	85.1%	(3857)			
	Assist	5.6%	(253)			
Basis for the Stop:		%	N		%	N
	Speeding	35.6%	(1634)	Call for Service	2.9%	(135)
	Other Traffic Violations	25.2%	(1156)	APB	0.5%	(23)
	Equipment Violations	23.0%	(1056)	Suspicious Person	4.2%	(191)
	Registration Violation	2.4%	(112)	Motorist Assist	4.6%	(211)
	City or Town Ordinance	0.8%	(38)	Warrant	0.2%	(8)
	Special Detail	0.5%	(22)			
Outcome of the Stop:		%	N			
	Citation	17.9%	(818)			
	Notice of Demand	4.0%	(184)			
	Warning	53.1%	(2424)			
	Arrest	3.7%	(167)			
	No Action	21.2%	(969)			
		%	N			
Stops with Search:		7.2%	(325)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	40.7%	(1822)			
	2nd Shift (4 p to 12 a)	33.8%	(1512)			
	3rd Shift (12 a to 8 a)	25.4%	(1138)			
Date of Week:		%	N			
	Weekday	74.7%	(3375)			
	Weekend	25.3%	(1146)			
Season:		%	N			
	Winter	25.1%	(1146)			
	Spring	26.1%	(1192)			
	Summer	25.7%	(1175)			
	Fall	23.1%	(1055)			
Driver Race:		%	N		%	N
	White	94.1%	(4310)	Asian	1.2%	(55)
	Black/African American	2.7%	(122)	Native American	0.1%	(3)
	Hispanic	1.8%	(82)	Other	0.2%	(7)
Driver Gender:		%	N			
	Male	66.3%	(3027)			
	Female	33.7%	(1540)			

TIVERTON

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Sector 1	N	2,788	111	2,899	Sector 1	N	2095	179	2274
	%	96.2%	3.8%	100.0%		%	92.1%	7.9%	100.0%
Sector 2	N	1,837	38	1,875	Sector 2	N	1291	53	1344
	%	98.0%	2.0%	100.0%		%	96.1%	3.9%	100.0%
Sector 3	N	1,944	24	1,968	Sector 3	N	788	31	819
	%	98.8%	1.2%	100.0%		%	96.2%	3.8%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	2,854	45	2,899	N	1722	96	1818
(8am - 4pm)	%	98.4%	1.6%	100.0%	%	94.7%	5.3%	100.0%
2nd Shift	N	2,258	56	2,314	N	1424	83	1507
(4pm - 12am)	%	97.6%	2.4%	100.0%	%	94.5%	5.5%	100.0%
3rd Shift	N	1,518	76	1,594	N	1052	83	1135
(12am - 8am)	%	95.2%	4.8%	100.0%	%	92.7%	7.3%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	1,573	40	1,613	N	1082	59	1141
(Dec – Feb)	%	97.5%	2.5%	100.0%	%	94.8%	5.2%	100.0%
Spring	N	1,903	60	1,963	N	1122	68	1190
(Mar – May)	%	96.9%	3.1%	100.0%	%	94.3%	5.7%	100.0%
Summer	N	1,460	47	1,507	N	1094	80	1174
(Jun – Aug)	%	96.9%	3.1%	100.0%	%	93.2%	6.8%	100.0%
Fall	N	1,829	36	1,865	N	988	62	1050
(Sep – Nov)	%	98.1%	1.9%	100.0%	%	94.1%	5.9%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Sector 1	N	975	18	993	Sector 1	N	647	52	699
		%	98.2%	1.8%	100.0%		%	92.6%	7.4%	100.0%
Shift 2 (4pm - 12am)		N	1,006	38	1,044		N	805	59	864
		%	96.4%	3.6%	100.0%		%	93.2%	6.8%	100.0%
Shift 3 (12am - 8am)		N	739	52	791		N	589	62	651
		%	93.4%	6.6%	100.0%		%	90.5%	9.5%	100.0%
Shift 1 (8am - 4pm)	Sector 2	N	802	12	814	Sector 2	N	740	27	767
		%	98.5%	1.5%	100.0%		%	96.5%	3.5%	100.0%
Shift 2 (4pm - 12am)		N	627	10	637		N	235	11	246
		%	98.4%	1.6%	100.0%		%	95.5%	4.5%	100.0%
Shift 3 (12am - 8am)		N	347	13	360		N	275	15	290
		%	96.4%	3.6%	100.0%		%	94.8%	5.2%	100.0%
Shift 1 (8am - 4pm)	Sector 3	N	964	12	976	Sector 3	N	301	13	314
		%	98.8%	1.2%	100.0%		%	95.9%	4.1%	100.0%
Shift 2 (4pm - 12am)		N	564	5	569		N	308	12	320
		%	99.1%	0.9%	100.0%		%	96.3%	3.8%	100.0%
Shift 3 (12am - 8am)		N	350	6	356		N	168	5	173
		%	98.3%	1.7%	100.0%		%	97.1%	2.9%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	2280	N	1385
	%	33.6%	%	31.1%
Non-White Male over 30	N	74	N	103
	%	1.1%	%	2.3%
White Male under 31	N	1821	N	1361
	%	26.8%	%	30.6%
Non-White Male under 31	N	73	N	104
	%	1.1%	%	2.3%
White Female over 30	N	1606	N	774
	%	23.6%	%	17.4%
Non-White Female over 30	N	14	N	27
	%	0.2%	%	0.6%
White Female under 31	N	916	N	673
	%	13.5%	%	15.1%
Non-White Female under 31	N	9	N	26
	%	0.1%	%	0.6%
Total	N	6793	N	4453
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	443	21	N	398	21
	%	6.6%	11.5%	%	9.4%	7.9%
Motor Vehicle Violation	N	6,182	155	N	3622	219
	%	91.6%	85.2%	%	85.2%	82.6%
Assist	N	136	6	N	222	24
	%	2.0%	3.3%	%	5.2%	9.1%

7. Location by Reason for Stop by Race

	Location		2001-2003		Location		2004-2005	
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Sector 1	N	189	13	Sector 1	N	160	12
		%	93.6%	6.4%		%	93.0%	7.0%
Motor Vehicle Violation		N	2484	95		N	1762	141
		%	96.3%	3.7%		%	92.6%	7.4%
Assist		N	77	3		N	131	22
		%	96.3%	3.8%		%	85.6%	14.4%
Investigatory	Sector 2	N	114	5	Sector 2	N	142	5
		%	95.8%	4.2%		%	96.6%	3.4%
Motor Vehicle Violation		N	1670	31		N	1074	47
		%	98.2%	1.8%		%	95.8%	4.2%
Assist		N	24	1		N	61	0
		%	96.0%	4.0%		%	100.0%	0.0%
Investigatory	Sector 3	N	107	1	Sector 3	N	86	3
		%	99.1%	0.9%		%	96.6%	3.4%
Motor Vehicle Violation		N	1806	21		N	671	27
		%	98.9%	1.1%		%	96.1%	3.9%
Assist		N	16	1		N	21	1
		%	94.1%	5.9%		%	95.5%	4.5

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	2,043	34
	%	31.0%	19.7%
Speeding (Low)	N	997	14
	%	15.1%	8.1%
Other Traffic Violation	N	1,334	49
	%	19.6%	28.3%
Equipment Violation	N	1,720	52
	%	25.3%	30.1%
Registration Violation	N	168	7
	%	2.5%	4.0%
Calls for Service/APB	N	112	4
	%	1.6%	2.3%
City Ordinance Violation	N	39	0
	%	0.6%	0.0%
Special Detail	N	125	3
	%	1.8%	1.7%
Motorist Assist	N	197	10
	%	2.9%	5.8%
Warrant	N	12	0
	%	0.2%	0.0%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	1138	72
	%	27.3%	27.4%
Speeding (Low)	N	265	11
	%	6.4%	4.2%
Other Traffic Violation	N	1059	68
	%	25.4%	25.9%
Equipment Violation	N	969	59
	%	23.3%	22.4%
Registration Violation	N	95	9
	%	2.3%	3.4%
Calls for Service	N	124	8
	%	3.0%	3.0%
City Ordinance Violation	N	38	0
	%	0.9%	0.0%
Special Detail	N	11	0
	%	0.3%	0.0%
Motorist Assist	N	185	21
	%	4.4%	8.0%
Warrant	N	8	0
	%	0.2%	0.0%
APB	N	22	1
	%	0.5%	0.4%
Suspicious Person	N	177	11
	%	4.2%	4.2%
More Than One	N	75	3
	%	1.8%	1.1%

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	4,749					
Reason for the Stop:		%	N			
	Investigatory	13.1%	(611)			
	Motor Vehicle	84.2%	(3929)			
	Assist	2.7%	(125)			
Basis for the Stop:		%	N		%	N
	Speeding	40.9%	(1923)	Call for Service	1.1%	(54)
	Other Traffic Violations	25.3%	(1190)	APB	1.1%	(52)
	Equipment Violations	15.3%	(718)	Suspicious Person	3.5%	(164)
	Registration Violation	9.2%	(431)	Motorist Assist	2.3%	(108)
	City or Town Ordinance	0.3%	(12)	Warrant	0.8%	(38)
	Special Detail	0.3%	(16)			
Outcome of the Stop:		%	N			
	Citation	35.4%	(1657)			
	Notice of Demand	5.5%	(257)			
	Warning	49.1%	(2300)			
	Arrest	2.1%	(97)			
	No Action	7.9%	(370)			
Stops with Search:		%	N			
		6.4%	(301)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	23.3%	(1066)			
	2nd Shift (4 p to 12 a)	45.0%	(2059)			
	3rd Shift (12 a to 8 a)	31.8%	(1455)			
Date of Week:		%	N			
	Weekday	71.3%	(3280)			
	Weekend	28.7%	(1319)			
Season:		%	N			
	Winter	21.8%	(1027)			
	Spring	24.2%	(1141)			
	Summer	33.5%	(1578)			
	Fall	20.4%	(961)			
Driver Race:		%	N		%	N
	White	93.6%	(4437)	Asian	0.9%	(43)
	Black/African American	2.8%	(134)	Native American	0.0%	(1)
	Hispanic	2.4%	(113)	Other	0.2%	(11)
Driver Gender:		%	N			
	Male	67.7%	(3192)			
	Female	32.3%	(1525)			

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
North	N	2,237	178	2,415	South	N	2292	133	2425
	%	92.6%	7.4%	100.0%		%	94.5%	5.5%	100.0%
South	N	3,040	209	3,249	North	N	1545	149	1694
	%	93.6%	6.4%	100.0%		%	91.2%	8.8%	100.0%
East	N	527	17	544	East	N	526	14	540
	%	96.9%	3.1%	100.0%		%	97.4%	2.6%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	1,320	83	1,403	N	1350	102	1452
(8am - 4pm)	%	94.1%	5.9%	100.0%	%	93.0%	7.0%	100.0%
2nd Shift	N	2,813	170	2,983	N	999	63	1062
(4pm – 12am)	%	94.3%	5.7%	100.0%	%	94.1%	5.9%	100.0%
3rd Shift	N	1,609	146	1,755	N	1933	125	2058
(12am – 8am)	%	91.7%	8.3%	100.0%	%	93.7%	6.1%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	513	42	555	N	999	63	1062
(Dec – Feb)	%	92.4%	7.6%	100.0%	%	94.1%	5.9%	100.0%
Spring	N	1,116	76	1,192	N	1933	125	2058
(Mar – May)	%	93.6%	6.4%	100.0%	%	93.9%	6.1%	100.0%
Summer	N	555	57	612	N	1350	102	1452
(Jun – Aug)	%	90.7%	9.3%	100.0%	%	93.0%	7.0%	100.0%
Fall	N	654	34	688	N	999	63	1062
(Sep – Nov)	%	95.1%	4.9%	100.0%	%	94.1%	5.9%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	North	N	513	42	555	South	N	535	32	567
		%	92.4%	7.6%	100.0%		%	94.4%	5.6%	100.0%
Shift 2 (4pm - 12am)		N	1,116	76	1,192		N	850	48	898
		%	93.6%	6.4%	100.0%		%	94.7%	5.3%	100.0%
Shift 3 (12am - 8am)		N	555	57	612		N	806	48	854
		%	90.7%	9.3%	100.0%		%	94.4%	5.6%	100.0%
Shift 1 (8am - 4pm)	South	N	654	34	688	North	N	331	25	356
		%	95.1%	4.9%	100.0%		%	93.0%	7.0%	100.0%
Shift 2 (4pm - 12am)		N	1,416	87	1,503		N	750	71	821
		%	94.2%	5.8%	100.0%		%	91.4%	8.6%	100.0%
Shift 3 (12am - 8am)		N	895	81	976		N	428	48	476
		%	91.7%	8.3%	100.0%		%	89.9%	10.1%	100.0%
Shift 1 (8am - 4pm)	East	N	123	5	128	East	N	118	5	123
		%	96.1%	3.9%	100.0%		%	95.9%	4.1%	100.0%
Shift 2 (4pm - 12am)		N	243	6	249		N	303	5	308
		%	97.6%	2.4%	100.0%		%	98.4%	1.6%	100.0%
Shift 3 (12am - 8am)		N	142	6	148		N	94	2	96
		%	95.9%	4.1%	100.0%		%	97.9%	2.1%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	**2001-2003**		**2004-2005**	
White Male over 30	N	2089	N	1468
	%	33.6%	%	31.5%
Non-White Male over 30	N	190	N	119
	%	3.1%	%	2.6%
White Male under 31	N	1945	N	1445
	%	31.3%	%	31.0%
Non-White Male under 31	N	136	N	122
	%	2.2%	%	2.6%
White Female over 30	N	997	N	735
	%	16.0%	%	15.8%
Non-White Female over 30	N	44	N	27
	%	0.7%	%	0.6%
White Female under 31	N	784	N	711
	%	12.6%	%	15.3%
Non-White Female under 31	N	33	N	30
	%	0.5%	%	0.6%
Total	N	6218	N	4657
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	958	99	N	550	60
	%	16.3%	19.5%	%	12.6%	20.3%
Motor Vehicle Violation	N	4635	395	N	3686	227
	%	78.8%	77.8%	%	84.7%	76.7%
Assist	N	286	14	N	116	9
	%	4.9%	2.8%	%	2.7%	3.0%

7. Location by Reason for Stop by Race

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	North	N	431	43	South	N	215	19
		%	90.9%	9.1%		%	91.9%	8.1%
Motor Vehicle Violation		N	1671	124		N	1980	110
		%	93.1%	6.9%		%	94.7%	5.3%
Assist		N	123	8		N	55	2
		%	93.9%	6.1%		%	96.5%	3.5%
Investigatory	South	N	406	49	North	N	279	36
		%	89.2%	10.8%		%	88.6%	11.4%
Motor Vehicle Violation		N	2478	153		N	1190	104
		%	94.2%	5.8%		%	92.0%	8.0%
Assist		N	140	5		N	51	5
		%	96.6%	3.4%		%	91.1%	8.9%
Investigatory	East	N	102	5	East	N	40	0
		%	95.3%	4.7%		%	100.0%	0.0%
Motor Vehicle Violation		N	408	11		N	460	12
		%	97.4%	2.6%		%	97.5%	2.5%
Assist		N	12	1		N	10	2
		%	92.3%	7.7%		%	83.3%	16.7%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	887	51
	%	15.5%	12.7%
Speeding (Low)	N	1,164	59
	%	20.3%	14.7%
Other Traffic Violation	N	1,676	100
	%	28.7%	24.8%
Equipment Violation	N	604	55
	%	10.3%	13.6%
Registration Violation	N	503	72
	%	8.6%	17.8%
Calls for Service/APB	N	194	15
	%	3.3%	3.7%
City Ordinance Violation	N	33	3
	%	0.6%	0.7%
Special Detail	N	387	27
	%	6.6%	6.7%
Motorist Assist	N	270	14
	%	4.6%	3.5%
Warrant	N	52	7
	%	0.9%	1.7%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	686	28
	%	15.8%	9.4%
Speeding (Low)	N	1083	52
	%	25.0%	17.5%
Other Traffic Violation	N	1108	64
	%	25.6%	21.5%
Equipment Violation	N	638	70
	%	14.7%	23.6%
Registration Violation	N	370	46
	%	8.5%	15.5%
Calls for Service	N	42	4
	%	1.0%	1.3%
City Ordinance Violation	N	11	0
	%	0.3%	0.0%
Special Detail	N	15	0
	%	0.3%	0.0%
Motorist Assist	N	98	8
	%	2.3%	2.7%
Warrant	N	31	7
	%	0.7%	2.4%
APB	N	41	6
	%	0.9%	2.0%
Suspicious Person	N	158	5
	%	3.6%	1.7%
More Than One	N	49	7
	%	1.1%	2.4%

WARWICK

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	16,465					
Reason for the Stop:		%	N			
	Investigatory	7.5%	(1230)			
	Motor Vehicle	85.3%	(13927)			
	Assist	7.1%	(1165)			
Basis for the Stop:		%	N		%	N
	Speeding	18.1%	(2963)	Call for Service	2.3%	(375)
	Other Traffic Violations	31.5%	(5170)	APB	0.6%	(92)
	Equipment Violations	24.5%	(4018)	Suspicious Person	3.8%	(628)
	Registration Violation	9.8%	(1614)	Motorist Assist	6.6%	(1083)
	City or Town Ordinance	0.4%	(61)	Warrant	0.4%	(58)
	Special Detail	2.0%	(334)			
Outcome of the Stop:		%	N			
	Citation	40.4%	(6596)			
	Notice of Demand	16.2%	(2643)			
	Warning	26.0%	(4241)			
	Arrest	5.0%	(818)			
	No Action	12.3%	(2013)			
Stops with Search:		%	N			
		11.2%	(1813)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	27.5%	(4407)			
	2nd Shift (4 p to 12 a)	39.5%	(6338)			
	3rd Shift (12 a to 8 a)	33.1%	(5309)			
Date of Week:		%	N			
	Weekday	75.7%	(12267)			
	Weekend	24.3%	(3934)			
Season:		%	N			
	Winter	24.8%	(4056)			
	Spring	28.2%	(4616)			
	Summer	23.6%	(3862)			
	Fall	23.3%	(3806)			
Driver Race:		%	N		%	N
	White	86.8%	(14243)	Asian	1.8%	(299)
	Black/African American	5.3%	(870)	Native American	0.0%	(7)
	Hispanic	5.8%	(949)	Other	0.3%	(47)
Driver Gender:		%	N			
	Male	65.2%	(10648)			
	Female	34.8%	(5695)			

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Post 1	N	1,929	203	2,132	Post 1	N	1213	111	1324
	%	90.5%	9.5%	100.0%		%	91.6%	8.4%	100.0%
Post 2	N	2,577	167	2,744	Post 2	N	1159	74	1233
	%	93.9%	6.1%	100.0%		%	94.0%	6.0%	100.0%
Post 3	N	1,514	146	1,660	Post 3	N	765	79	844
	%	91.2%	8.8%	100.0%		%	90.6%	9.4%	100.0%
Post 4	N	1,185	72	1,257	Post 4	N	510	41	551
	%	94.3%	5.7%	100.0%		%	92.6%	7.4%	100.0%
Post 5	N	1,654	214	1,868	Post 5	N	761	112	873
	%	88.5%	11.5%	100.0%		%	87.2%	12.8%	100.0%
Post 6	N	1355	131	1486	Post 6	N	1127	116	1243
	%	91.2%	8.8%	100.0%		%	90.7%	9.3%	100.0%
Post 7	N	259	19	278	Post 7	N	281	28	309
	%	93.2%	6.8%	100.0%		%	90.9%	9.1%	100.0%
Post 8	N	1785	300	2085	Post 8	N	937	177	1114
	%	85.6%	14.4%	100.0%		%	84.1%	15.9%	100.0%
Post 9	N	2301	512	2813	Post 9	N	995	239	1234
	%	81.8%	18.2%	100.0%		%	80.6%	19.4%	100.0%
Post 10	N	2422	355	2777	Post 10	N	1158	234	1392
	%	87.2%	12.8%	100.0%		%	83.2%	16.8%	100.0%
Post 11	N	2152	278	2430	Post 11	N	1062	186	1248
	%	88.6%	11.4%	100.0%		%	85.1%	14.9%	100.0%
Post 12	N	2243	146	2389	Post 12	N	828	88	916
	%	93.9%	6.1%	100.0%		%	90.4%	9.6%	100.0%
Post 13	N	1424	224	1648	Post 13	N	1199	242	1441
	%	86.4%	13.6%	100.0%		%	83.2%	16.8%	100.0%
Post 14	N	553	130	683	Post 14	N	609	114	723
	%	81.0%	19.0%	100.0%		%	84.2%	15.8%	100.0%
Post 15	N	1256	252	1508	Post 15	N	640	183	823
	%	83.3%	16.7%	100.0%		%	77.8%	22.2%	100.0%
Post 16	N	978	120	1098	Post 16	N	778	103	881
	%	89.1%	10.9%	100.0%		%	88.3%	11.7%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	7,619	661	8,280	N	3873	510	4383
(8am - 4pm)	%	92.0%	8.0%	100.0%	%	88.4%	11.6%	100.0%
2nd Shift	N	8,960	1,089	10,049	N	5581	747	6328
(4pm – 12am)	%	89.2%	10.8%	100.0%	%	88.2%	11.8%	100.0%
3rd Shift	N	8,402	1,376	9,778	N	4428	875	5303
(12am – 8am)	%	85.9%	14.1%	100.0%	%	83.5%	16.5%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	5,935	757	6,692	N	3479	570	4049
(Dec – Feb)	%	88.7%	11.3%	100.0%	%	85.9%	14.1%	100.0%
Spring	N	7,016	936	7,952	N	4019	588	4607
(Mar – May)	%	88.2%	11.8%	100.0%	%	87.2%	12.8%	100.0%
Summer	N	6,690	843	7,533	N	3330	522	3852
(Jun – Aug)	%	88.8%	11.2%	100.0%	%	86.4%	13.6%	100.0%
Fall	N	6,387	804	7,191	N	3319	475	3794
(Sep – Nov)	%	88.8%	11.2%	100.0%	%	87.5%	12.5%	100.0%

4. Racial Differences in Stops by Shift for Each Location

	Location	2001-2003			Location	2004-2005		
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Shift 1 (8am - 4pm)	District 1	N	463	27	District 1	N	454	42
		%	94.5%	5.5%		%	91.5%	8.5%
Shift 2 (4pm - 12am)		N	661	64		N	376	35
		%	91.2%	8.8%		%	91.5%	8.5%
Shift 3 (12am - 8am)		N	661	86		N	315	33
		%	88.5%	11.5%		%	90.5%	9.5%
Shift 1 (8am - 4pm)	District 2	N	842	38	District 2	N	441	21
		%	95.7%	4.3%		%	95.5%	4.5%
Shift 2 (4pm - 12am)		N	923	57		N	398	25
		%	94.2%	5.8%		%	94.1%	5.9%
Shift 3 (12am - 8am)		N	713	67		N	275	26
		%	91.4%	8.6%		%	91.4%	8.6%
Shift 1 (8am - 4pm)	District 3	N	297	18	District 3	N	94	13
		%	94.3%	5.7%		%	87.9%	12.1%
Shift 2 (4pm - 12am)		N	770	79		N	438	34
		%	90.7%	9.3%		%	92.8%	7.2%
Shift 3 (12am - 8am)		N	410	43		N	220	32
		%	90.5%	9.5%		%	87.3%	12.7%
Shift 1 (8am - 4pm)	District 4	N	343	18	District 4	N	104	4
		%	95.0%	5.0%		%	96.35	3.7%
Shift 2 (4pm - 12am)		N	377	22		N	269	17
		%	94.5%	5.5%		%	94.1%	5.9%
Shift 3 (12am - 8am)		N	397	28		N	117	19
		%	93.4%	6.6%		%	86.0%	14.0%
Shift 1 (8am - 4pm)	District 5	N	237	24	District 5	N	145	19
		%	90.8%	9.2%		%	88.4%	11.6%
Shift 2 (4pm - 12am)		N	471	65		N	226	36
		%	87.9%	12.1%		%	86.3%	13.7%
Shift 3 (12am - 8am)		N	870	116		N	376	56
		%	88.2%	11.8%		%	87.0%	13.0%
Shift 1 (8am - 4pm)	District 6	N	223	10	District 6	N	267	38
		%	95.7%	4.3%		%	87.5%	12.5%
Shift 2 (4pm - 12am)		N	412	33		N	543	45
		%	92.6%	7.4%		%	92.3%	7.7%
Shift 3 (12am - 8am)		N	667	78		N	305	33
		%	89.5%	10.5%		%	90.2%	9.8%
Shift 1 (8am - 4pm)	District 7	N	66	3	District 7	N	48	7
		%	95.7%	4.3%		%	87.3%	12.7%
Shift 2 (4pm - 12am)		N	106	4		N	146	10
		%	96.4%	3.6%		%	93.6%	6.4%
Shift 3 (12am - 8am)		N	68	7		N	83	11
		%	90.7%	9.3%		%	88.3%	11.7%

WARWICK

Shift 1 (8am - 4pm)	District 8	N	606	50	District 8	N	198	35
		%	92.4%	7.6%		%	85.0%	15.0%
Shift 2 (4pm - 12am)		N	571	94		N	472	58
		%	85.9%	14.1%		%	89.1%	10.9%
Shift 3 (12am - 8am)		N	534	141		N	244	82
		%	79.1%	20.9%		%	74.8%	25.2%
Shift 1 (8am - 4pm)	District 9	N	667	113	District 9	N	307	50
		%	85.5%	14.55		%	86.0%	14.0%
Shift 2 (4pm - 12am)		N	655	173		N	321	80
		%	79.1%	20.9%		%	80.0%	20.0%
Shift 3 (12am - 8am)		N	822	189		N	355	101
		%	81.3%	18.7%		%	77.9%	22.1%
Shift 1 (8am - 4pm)	District 10	N	787	67	District 10	N	231	42
		%	92.2%	7.8%		%	84.6%	15.4%
Shift 2 (4pm - 12am)		N	683	81		N	405	65
		%	89.4%	10.6%		%	86.2%	13.8%
Shift 3 (12am - 8am)		N	838	184		N	495	120
		%	82.0%	18.0%		%	80.5%	19.5%
Shift 1 (8am - 4pm)	District 11	N	779	71	District 11	N	323	45
		%	91.6%	8.4%		%	87.8%	12.2%
Shift 2 (4pm - 12am)		N	722	80		N	383	65
		%	90.0%	10.0%		%	85.5%	14.5%
Shift 3 (12am - 8am)		N	552	118		N	340	71
		%	82.4%	17.6%		%	82.7%	17.3%
Shift 1 (8am - 4pm)	District 12	N	881	36	District 12	N	217	17
		%	96.1%	3.9%		%	92.7%	7.3%
Shift 2 (4pm - 12am)		N	688	48		N	324	33
		%	93.5%	6.55		%	90.8%	9.2%
Shift 3 (12am - 8am)		N	573	56		N	254	36
		%	91.1%	8.95		%	87.6%	12.4%
Shift 1 (8am - 4pm)	District 13	N	435	62	District 13	N	421	75
		%	87.5%	12.5%		%	84.9%	15.1%
Shift 2 (4pm - 12am)		N	516	79		N	432	99
		%	86.7%	13.3%		%	81.4%	18.6%
Shift 3 (12am - 8am)		N	379	68		N	329	66
		%	84.8%	15.2%		%	83.3%	16.7%
Shift 1 (8am - 4pm)	District 14	N	92	24	District 14	N	244	41
		%	79.3%	20.7%		%	85.6%	14.4%
Shift 2 (4pm - 12am)		N	320	75		N	260	57
		%	81.0%	195		%	82.0%	18.0%
Shift 3 (12am - 8am)		N	120	22		N	91	15
		%	84.5%	15.5%		%	85.8%	14.2%
Shift 1 (8am - 4pm)	District 15	N	365	39	District 15	N	132	18
		%	90.3%	9.7%		%	88.0%	12.0%
Shift 2 (4pm - 12am)		N	425	62		N	160	32
		%	87.3%	12.7%		%	83.3%	16.7%
Shift 3 (12am - 8am)		N	374	112		N	337	126
		%	77.0%	23.0%		%	72.8%	27.2%

Shift 1 (8am - 4pm)	District 16	N	272	26	District 16	N	166	22
		%	91.3%	8.7%		%	88.3%	11.7%
Shift 2 (4pm - 12am)		N	405	45		N	356	43
		%	90.0%	10.0%		%	89.2%	10.85
Shift 3 (12am - 8am)		N	225	30		N	243	37
		%	88.2%	11.8%		%	86.8%	13.2%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	9553	N	4530
	%	32.9%	%	28.1%
Non-White Male over 30	N	1222	N	698
	%	4.2%	%	4.3%
White Male under 31	N	7268	N	4460
	%	25.0%	%	27.6%
Non-White Male under 31	N	1280	N	850
	%	4.4%	%	5.3%
White Female over 30	N	5608	N	2772
	%	19.3%	%	17.2%
Non-White Female over 30	N	416	N	286
	%	1.4%	%	1.8%
White Female under 31	N	3338	N	2251
	%	11.5%	%	13.9%
Non-White Female under 31	N	372	N	301
	%	1.3%	%	1.9%
Total	N	29057	N	16148
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	**Non-White**		**White**	**Non-White**
Investigatory	N	1170	235	N	1030	197
	%	4.5%	7.0%	%	7.3%	9.2%
Motor Vehicle Violation	N	24717	3067	N	12065	1775
	%	94.4%	91.3%	%	85.8%	82.6%
Assist	N	294	59	N	965	176
	%	1.1%	1.8%	%	6.9%	8.2%

7. Location by Reason for Stop by Race

	Location		2001-2003		Location		2004-2005	
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Post 1	N	72	9	Post 1	N	55	13
		%	88.9%	11.1%		%	80.9%	19.1%
Motor Vehicle Violation		N	1779	189		N	1065	78
		%	90.4%	9.6%		%	93.2%	6.8%
Assist		N	28	1		N	79	20
		%	96.6%	3.4%		%	79.8%	20.2%
Investigatory	Post 2	N	131	9	Post 2	N	55	6
		%	93.6%	6.4%		%	90.2%	9.8%
Motor Vehicle Violation		N	2386	152		N	1030	59
		%	94.0%	6.0%		%	94.6%	5.4%
Assist		N	25	3		N	49	7
		%	89.3%	10.7%		%	87.5%	12.5%
Investigatory	Post 3	N	86	12	Post 3	N	67	11
		%	87.8%	12.2%		%	85.9%	14.1%
Motor Vehicle Violation		N	1388	129		N	671	63
		%	91.5%	8.5%		%	91.4%	8.6%
Assist		N	10	2		N	17	3
		%	83.3%	16.7%		%	85.0%	15.0%
Investigatory	Post 4	N	64	6	Post 4	N	89	6
		%	91.4%	8.6%		%	93.7%	6.3%
Motor Vehicle Violation		N	1106	66		N	383	32
		%	94.4%	5.6%		%	92.3%	7.7%
Assist		N	5	0		N	29	3
		%	100.0%	0.0%		%	90.6%	9.4%
Investigatory	Post 5	N	83	19	Post 5	N	60	12
		%	81.4%	18.6%		%	83.3%	16.7%
Motor Vehicle Violation		N	1533	186		N	656	94
		%	89.2%	10.8%		%	87.5%	12.5%
Assist		N	11	5		N	33	6
		%	68.8%	31.3%		%	84.6%	15.4%
Investigatory	Post 6	N	84	8	Post 6	N	90	7
		%	91.3%	8.7%		%	92.8%	7.2%
Motor Vehicle Violation		N	1244	121		N	995	104
		%	91.1%	8.9%		%	90.5%	9.5%
Assist		N	14	2		N	31	4
		%	87.5%	12.5%		%	88.6%	11.4%
Investigatory	Post 7	N	12	2	Post 7	N	23	1
		%	85.7%	14.3%		%	95.8%	4.2%
Motor Vehicle Violation		N	242	17		N	253	24
		%	93.4%	6.6%		%	91.3%	8.7%
Assist		N	2	0		N	4	2
		%	100.0%	0.0%		%	66.7%	33.3%

Investigatory	Post 8	N	89	31	Post 8	N	75	27
		%	74.2%	25.8%		%	73.5%	26.5%
Motor Vehicle Violation		N	1660	258		N	819	144
		%	86.5%	13.5%		%	85.0%	15.0%
Assist		N	15	2		N	32	6
		%	88.2%	11.8%		%	84.2%	15.8%
Investigatory	Post 9	N	85	24	Post 9	N	70	17
		%	78.0%	22.0%		%	80.5%	19.5%
Motor Vehicle Violation		N	2160	478		N	863	209
		%	81.9%	18.1%		%	80.5%	19.5%
Assist		N	20	3		N	53	10
		%	87.0%	13.0%		%	84.1%	15.9%
Investigatory	Post 10	N	75	14	Post 10	N	96	17
		%	84.3%	15.7%		%	85.0%	15.0%
Motor Vehicle Violation		N	2302	330		N	974	201
		%	87.5%	12.5%		%	82.9%	17.1%
Assist		N	20	6		N	72	14
		%	76.9%	23.1%		%	83.7%	16.3%
Investigatory	Post 11	N	55	17	Post 11	N	78	11
		%	76.4%	23.6%		%	87.6%	12.4%
Motor Vehicle Violation		N	2036	248		N	854	153
		%	89.1%	10.9%		%	84.8%	15.2%
Assist		N	37	6		N	119	21
		%	86.0%	14.0%		%	85.0%	15.0%
Investigatory	Post 12	N	59	6	Post 12	N	48	6
		%	90.8%	9.2%		%	88.9%	11.1%
Motor Vehicle Violation		N	2141	133		N	701	77
		%	94.2%	5.8%		%	90.1%	9.9%
Assist		N	19	4		N	76	5
		%	82.6%	17.4%		%	93.8%	6.2%
Investigatory	Post 13	N	37	12	Post 13	N	60	14
		%	75.5%	24.5%		%	81.1%	18.9%
Motor Vehicle Violation		N	1340	198		N	959	194
		%	87.1%	12.9%		%	83.2%	16.8%
Assist		N	27	9		N	170	30
		%	75.0%	25.0%		%	85.0%	15.0%
Investigatory	Post 14	N	31	15	Post 14	N	51	18
		%	67.4%	32.6%		%	73.9%	26.1%
Motor Vehicle Violation		N	498	108		N	482	87
		%	82.2%	17.8%		%	84.7%	15.3%
Assist		N	12	3		N	69	9
		%	80.0%	20.0%		%	88.5%	11.5%
Investigatory	Post 15	N	35	15	Post 15	N	56	25
		%	70.0%	30.0%		%	69.1%	30.9%
Motor Vehicle Violation		N	1193	227		N	525	131
		%	84.0%	16.0%		%	80.0%	20.0%
Assist		N	17	8		N	49	21
		%	68.0%	32.0%		%	70.0%	30.0%

Investigatory	Post 16	N	47	7	Post 16	N	47	4
		%	87.0%	13.0%		%	92.2%	7.8%
Motor Vehicle Violation		N	895	109		N	661	87
		%	89.1%	10.9%		%	88.4%	11.6%
Assist		N	22	2		N	65	10
		%	91.7%	8.3%		%	86.7%	13.3%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	6,456	741
	%	24.9%	22.3%
Speeding (Low)	N	3,219	241
	%	12.4%	7.3%
Other Traffic Violation	N	8,684	1,057
	%	33.1%	31.5%
Equipment Violation	N	5,733	925
	%	21.9%	27.6%
Registration Violation	N	1,105	260
	%	4.2%	7.7%
Calls for Service/APB	N	335	75
	%	1.3%	2.2%
City Ordinance Violation	N	186	27
	%	0.7%	0.8%
Special Detail	N	1,380	106
	%	5.3%	3.2%
Motorist Assist	N	349	68
	%	1.3%	2.0%
Warrant	N	42	6
	%	0.2%	0.2%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	1856	214
	%	13.1%	9.9%
Speeding (Low)	N	772	56
	%	5.5%	2.6%
Other Traffic Violation	N	4438	602
	%	31.4%	27.8%
Equipment Violation	N	3239	576
	%	22.9%	26.6%
Registration Violation	N	1213	234
	%	8.6%	10.8%
Calls for Service	N	312	50
	%	2.2%	2.3%
City Ordinance Violation	N	48	12
	%	0.3%	0.6%
Special Detail	N	92	12
	%	0.7%	0.6%
Motorist Assist	N	869	163
	%	6.1%	7.5%
Warrant	N	43	10
	%	0.3%	0.5%
APB	N	75	10
	%	0.5%	0.5%
Suspicious Person	N	481	85
	%	3.4%	3.9%
More Than One	N	695	143
	%	4.9%	6.6%

WEST GREENWICH

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	1,131					
Reason for the Stop:		%	N			
	Investigatory	1.6%	(18)			
	Motor Vehicle	97.4%	(1085)			
	Assist	1.0%	(11)			
Basis for the Stop:		%	N		%	N
	Speeding	61.4%	(690)	Call for Service	0.4%	(5)
	Other Traffic Violations	20.1%	(225)	APB	0.4%	(4)
	Equipment Violations	10.6%	(119)	Suspicious Person	0.4%	(4)
	Registration Violation	5.3%	(59)	Motorist Assist	0.7%	(8)
	City or Town Ordinance	0.6%	(7)	Warrant	0.1%	(1)
	Special Detail	00%	(0)			
Outcome of the Stop:		%	N			
	Citation	42.2%	(458)			
	Notice of Demand	4.3%	(47)			
	Warning	47.9%	(520)			
	Arrest	3.9%	(42)			
	No Action	1.7%	(19)			
		%	N			
Stops with Search:		8.9%	(99)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	23.3%	(255)			
	2nd Shift (4 p to 12 a)	59.6%	(652)			
	3rd Shift (12 a to 8 a)	17.1	(187)			
Date of Week:		%	N			
	Weekday	79.4%	(861)			
	Weekend	20.6%	(223)			
Season:		%	N			
	Winter	32.8%	(366)			
	Spring	30.4%	(339)			
	Summer	18.3%	(204)			
	Fall	18.5%	(207)			
Driver Race:		%	N		%	N
	White	93.8%	(1056)	Asian	1.3%	(15)
	Black/African American	2.4%	(27)	Native American	0.1%	(1)
	Hispanic	2.3%	(26)	Other	0.1%	(1)
Driver Gender:		%	N			
	Male	65.8%	(741)			
	Female	34.2%	(385)			

WEST GREENWICH

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Mishnock	N	896	66	962	Mishnock	N	425	28	453
	%	93.1%	6.9%	100.0%		%	93.8%	6.2%	100%
Nooseneck Hill Road	N	1,276	76	1,352	Nooseneck Hill Road	N	338	20	358
	%	94.4%	5.6%	100.0%		%	94.4%	5.6%	100%
Victory Highway	N	692	24	716	Victory Highway	N	190	18	208
	%	96.6%	3.4%	100.0%		%	91.3%	8.7%	100%
West End	N	96	1	97	West End	N	66	2	68
	%	99.0%	1.0%	100.0%		%	97.1%	2.9%	100%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	929	37	966	N	243	11	254
(8am - 4pm)	%	96.2%	3.8%	100%	%	95.7%	4.3%	100%
2nd Shift	N	1,511	83	1,594	N	613	38	651
(4pm – 12am)	%	94.8%	5.2%	100%	%	94.2%	5.8%	100%
3rd Shift	N	575	44	619	N	168	19	187
(12am – 8am)	%	92.9%	7.1%	100%	%	89.8%	10.2%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	645	25	670	N	342	24	366
(Dec – Feb)	%	96.3%	3.7%	100%	%	93.4%	6.6%	100%
Spring	N	892	51	943	N	324	14	338
(Mar – May)	%	94.6%	5.4%	100%	%	95.9%	4.1%	100%
Summer	N	784	51	835	N	190	14	204
(Jun – Aug)	%	93.9%	6.1%	100%	%	93.1%	6.9%	100%
Fall	N	766	46	812	N	188	18	206
(Sep – Nov)	%	94.3%	5.7%	100%	%	91.3%	8.7%	100%

WEST GREENWICH

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Mishnock	N	217	10	227	Mishnock	N	73	1	74
		%	95.6%	4.4%	100.0%		%	98.6%	1.4%	100%
Shift 2 (4pm - 12am)		N	501	33	534		N	295	20	315
		%	93.8%	6.2%	100.0%		%	93.7%	6.3%	100%
Shift 3 (12am - 8am)		N	157	18	175		N	49	6	55
		%	89.7%	10.3%	100.0%		%	89.1%	10.9%	100%
Shift 1 (8am - 4pm)	Nooseneck Hill Road	N	442	18	460	Nooseneck Hill Road	N	108	6	114
		%	96.1%	3.9%	100.0%		%	94.7%	5.3%	100%
Shift 2 (4pm - 12am)		N	554	36	590		N	163	6	169
		%	93.9%	6.1%	100.0%		%	96.4%	3.6%	100%
Shift 3 (12am - 8am)		N	226	20	246		N	56	7	63
		%	91.9%	8.1%	100.0%		%	88.9%	11.1%	100.0%
Shift 1 (8am - 4pm)	Victory Highway	N	213	5	218	Victory Highway	N	47	4	51
		%	97.7%	2.3%	100.0%		%	92.2%	7.8%	100%
Shift 2 (4pm - 12am)		N	367	12	379		N	92	9	101
		%	96.8%	3.2%	100.0%		%	91.1%	8.9%	100%
Shift 3 (12am - 8am)		N	101	3	104		N	43	5	48
		%	97.1%	2.9%	100.0%		%	89.6%	10.4%	100%
Shift 1 (8am - 4pm)	West End	N	28	0	28	West End	N	4	0	4
		%	100.0%	0.0%	100.0%		%	100%	0.0%	100%
Shift 2 (4pm - 12am)		N	19	0	19		N	44	1	45
		%	100.0%	0.0%	100.0%		%	97.8%	2.2%	100%
Shift 3 (12am - 8am)		N	49	1	50		N	16	1	17
		%	98.0%	2.0%	100.0%		%	94.1%	5.9%	100.0%

WEST GREENWICH

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	1130	N	384
	%	35.3%	%	34.6%
Non-White Male over 30	N	73	N	34
	%	2.3%	%	3.1%
White Male under 31	N	815	N	295
	%	25.4%	%	26.6%
Non-White Male under 31	N	54	N	19
	%	1.7%	%	1.7%
White Female over 30	N	647	N	210
	%	20.2%	%	18.9%
Non-White Female over 30	N	26	N	10
	%	0.8%	%	0.9%
White Female under 31	N	442	N	155
	%	13.8%	%	14.0%
Non-White Female under 31	N	17	N	4
	%	0.5%	%	0.4%
Total	N	3204	N	1111
	%	100.0%	%	100%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	51	6	N	17	1
	%	1.7%	3.4%	%	1.6%	1.4%
Motor Vehicle Violation	N	3026	161	N	1014	66
	%	98.1%	92.0%	%	97.6%	94.3%
Assist	N	8	8	N	8	3
	%	0.3%	4.6%	%	0.8%	4.3%

7. Location by Reason for Stop by Race

	Location		2001-2003		Location		2004-2005	
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Mishnook	N	14	2	Mishnook	N	5	1
		%	87.5%	12.5%		%	83.3%	16.7%
Motor Vehicle Violation		N	870	57		N	411	25
		%	93.9%	6.1%		%	94.3%	5.7%
Assist		N	3	6		N	2	2
		%	33.3%	66.7%		%	50.0%	50.0%
Investigatory	Nooseneck Hill	N	16	2	Nooseneck Hill	N	5	0
		%	88.9%	11.1%		%	100%	00%
Motor Vehicle Violation		N	1236	70		N	328	19
		%	94.6%	5.4%		%	94.5%	5.5%
Assist		N	3	2		N	1	1
		%	60.0%	40.0%		%	50.0%	50.0%
Investigatory	Victory Highway	N	7	0	Victory Highway	N	4	0
		%	100.0%	0.0%		%	100%	00%
Motor Vehicle Violation		N	676	24		N	178	18
		%	96.6%	3.4%		%	90.8%	9.2%
Assist		N	1	0		N	4	0
		%	100.0%	0.0%		%	100%	00%
Investigatory	West End	N	2	0	West End	N	2	0
		%	100.0%	0.0%		%	100%	00%
Motor Vehicle Violation		N	94	1		N	62	2
		%	98.9%	1.1%		%	96.9%	3.1%
Assist		N	0	0		N	1	0
		%	0.0%	0.0%		%	100%	00%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	1,945	78
	%	65.4%	46.4%
Speeding (Low)	N	126	1
	%	4.2%	0.6%
Other Traffic Violation	N	422	41
	%	13.6%	23.7%
Equipment Violation	N	302	26
	%	9.7%	15.4%
Registration Violation	N	169	14
	%	5.4%	8.1%
Calls for Service/APB	N	17	0
	%	0.5%	00%
City Ordinance Violation	N	6	0
	%	0.2%	00%
Special Detail	N	3	0
	%	0.1%	00%
Motorist Assist	N	9	9
	%	0.3%	5.2%
Warrant	N	1	0
	%	00%	00%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	548	35
	%	34.6%	33.7%
Speeding (Low)	N	84	6
	%	5.3%	5.8%
Other Traffic Violation	N	211	9
	%	13.3%	8.7%
Equipment Violation	N	101	10
	%	6.4%	9.6%
Registration Violation	N	51	4
	%	3.2%	3.8%
Calls for Service	N	5	0
	%	0.3%	0.0%
City Ordinance Violation	N	5	0
	%	0.3%	0.0%
Special Detail	N	3	3
	%	0.2%	2.9%
Motorist Assist	N	1	0
	%	0.1%	0.0%
Warrant	N	3	1
	%	0.2%	1.0%
APB	N	5	0
	%	0.3%	0.0%
Suspicious Person	N	18	1
	%	1.1%	1.0%
More Than One	N	548	35
	%	34.6%	33.7%

WEST WARWICK

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	4,020					
Reason for the Stop:		%	N			
	Investigatory	6.4%	(252)			
	Motor Vehicle	91.4%	(3585)			
	Assist	2.2%	(85)			
Basis for the Stop:		%	N		%	N
	Speeding	19.2%	(762)	Call for Service	1.0%	(38)
	Other Traffic Violations	27.9%	(1112)	APB	0.5%	(20)
	Equipment Violations	26.3%	(1046)	Suspicious Person	3.0%	(121)
	Registration Violation	8.5%	(337)	Motorist Assist	1.9%	(77)
	City or Town Ordinance	0.3%	(12)	Warrant	0.4%	(14)
	Special Detail	11.1%	(440)			
Outcome of the Stop:		%	N			
	Citation	33.7%	(1325)			
	Notice of Demand	2.7%	(108)			
	Warning	48.2%	(1894)			
	Arrest	8.5%	(336)			
	No Action	6.8%	(268)			
		%	N			
Stops with Search:		8.8%	(346)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	31.4%	(1208)			
	2nd Shift (4 p to 12 a)	36.6%	(1410)			
	3rd Shift (12 a to 8 a)	32.0%	(1234)			
Date of Week:		%	N			
	Weekday	79.0%	(3078)			
	Weekend	21.0%	(816)			
Season:		%	N			
	Winter	26.7%	(1054)			
	Spring	19.9%	(784)			
	Summer	29.0%	(1146)			
	Fall	24.4%	(961)			
Driver Race:		%	N		%	N
	White	90.2%	(3595)	Asian	0.9%	(36)
	Black/African American	3.8%	(150)	Native American	0.1%	(3)
	Hispanic	5.0%	(200)	Other	0.0%	(1)
Driver Gender:		%	N			
	Male	66.7%	(2639)			
	Female	33.3%	(1319)			

WEST WARWICK

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Arctic	N	1,973	205	2,178	Arctic	N	1029	100	1129
	%	90.6%	9.4%	100.0%		%	91.1%	8.9%	100.0%
Phenix	N	1,204	113	1,317	Phenix	N	457	48	505
	%	91.4%	8.6%	100.0%		%	90.5%	9.5%	100.0%
Natick	N	1,092	164	1,256	Natick	N	810	118	928
	%	86.9%	13.1%	100.0%		%	87.3%	12.7%	100.0%
Crompton	N	1,957	166	2,123	Crompton	N	1127	104	1231
	%	92.2%	7.8%	100.0%		%	91.6%	8.4%	100.0%
					Interstate 95				
Interstate 95	N	0	1	1		N	1	0	1
	%	0.0%	100.0%	100.0%		%	100.0%	0.0%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	2,918	296	3,214	N	1085	116	1201
(8am - 4pm)	%	90.8%	9.2%	100.0%	%	90.3%	9.7%	100.0%
2nd Shift	N	2,134	188	2,322	N	1271	130	1401
(4pm – 12am)	%	91.9%	8.1%	100.0%	%	90.7%	9.3%	100.0%
3rd Shift	N	1,116	159	1,275	N	1104	125	1229
(12am – 8am)	%	87.5%	12.5%	100.0%	%	89.8%	10.2%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	1,811	180	1,991	N	958	85	1043
(Dec – Feb)	%	91.0%	9.0%	100.0%	%	91.9%	8.1%	100.0%
Spring	N	1,828	179	2,007	N	692	88	780
(Mar – May)	%	91.1%	8.9%	100.0%	%	88.7%	11.3%	100.0%
Summer	N	1,464	160	1,624	N	1033	110	1143
(Jun – Aug)	%	90.1%	9.9%	100.0%	%	90.4%	9.6%	100.0%
Fall	N	1,293	146	1,439	N	859	99	958
(Sep – Nov)	%	89.9%	10.1%	100.0%	%	89.7%	10.3%	100.0%

WEST WARWICK

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Arctic	N	950	119	1,069	Arctic	N	291	41	332
		%	88.9%	11.1%	100.0%		%	87.7%	12.3%	100.0%
Shift 2 (4pm - 12am)		N	754	49	803		N	418	35	453
		%	93.9%	6.1%	100.0%		%	92.3%	7.7%	100.0%
Shift 3 (12am - 8am)		N	195	27	222		N	286	22	308
		%	87.8%	12.2%	100.0%		%	92.9%	7.1%	100.0%
Shift 1 (8am - 4pm)	Phenix	N	503	27	530	Phenix	N	140	9	149
		%	94.9%	5.1%	100.0%		%	94.0%	6.0%	100.0%
Shift 2 (4pm - 12am)		N	271	21	292		N	174	21	195
		%	92.8%	7.2%	100.0%		%	89.2%	10.8%	100.0%
Shift 3 (12am - 8am)		N	373	63	436		N	124	15	139
		%	85.6%	14.4%	100.0%		%	89.2%	10.8%	100.0%
Shift 1 (8am - 4pm)	Natick	N	507	74	581	Natick	N	217	36	253
		%	87.3%	12.7%	100.0%		%	85.8%	14.2%	100.0%
Shift 2 (4pm - 12am)		N	287	42	329		N	201	21	222
		%	87.2%	12.8%	100.0%		%	90.5%	9.5%	100.0%
Shift 3 (12am - 8am)		N	242	38	280		N	368	55	423
		%	86.4%	13.6%	100.0%		%	87.0%	13.0%	100.0%
Shift 1 (8am - 4pm)	Crompton	N	849	65	914	Crompton	N	406	27	433
		%	92.9%	7.1%	100.0%		%	93.8%	6.2%	100.0%
Shift 2 (4pm - 12am)		N	766	67	833		N	403	43	446
		%	92.0%	8.0%	100.0%		%	90.4%	9.6%	100.0%
Shift 3 (12am - 8am)		N	258	24	282		N	276	27	303
		%	91.5%	8.5%	100.0%		%	91.1%	8.9%	100.0%
Shift 1 (8am - 4pm)	Interstate 95	N	0	0	0	Interstate 95	N	0	0	0
		%	0.0%	0.0%	0.0%		%	0.0%	0.0%	0.0%
Shift 2 (4pm - 12am)		N	0	1	1		N	1	0	1
		%	0.0%	100.0%	100.0%		%	100.0%	0.0%	100.0%
Shift 3 (12am - 8am)		N	0	0	0		N	0	0	0
		%	0.0%	0.0%	0.0%		%	0.0%	0.0%	0.0%

WEST WARWICK

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	2691	N	705
	%	33.7%	%	27.8%
Non-White Male over 30	N	310	N	82
	%	3.9%	%	3.2%
White Male under 31	N	2340	N	860
	%	29.3%	%	33.9%
Non-White Male under 31	N	169	N	89
	%	2.1%	%	3.5%
White Female over 30	N	1374	N	366
	%	17.2%	%	14.4%
Non-White Female over 30	N	73	N	26
	%	0.9%	%	1.0%
White Female under 31	N	975	N	391
	%	12.2%	%	15.4%
Non-White Female under 31	N	45	N	15
	%	0.6%	%	0.6%
Total	N	7977	N	2534
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	506	85	N	149	17
	%	7.9%	12.8%	%	6.3%	8.1%
Motor Vehicle Violation	N	5,822	577	N	2179	192
	%	91.5%	86.6%	%	92.4%	94.4%
Assist	N	66	9	N	9	1
	%	1.0%	1.4%	%	0.4%	0.5%

7. Location by Reason for Stop by Race

	Location		2001-2003		Location		2004-2005	
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Arctic	N	182	25	Arctic	N	60	10
		%	87.9%	12.1%		%	85.7%	14.3%
Motor Vehicle Violation		N	1735	173		N	915	86
		%	90.9%	9.1%		%	91.4%	8.6%
Assist		N	14	3		N	21	0
		%	82.4%	17.6%		%	100.0%	0.0%
Investigatory	Phenix	N	78	9	Phenix	N	30	4
		%	89.7%	10.3%		%	88.2%	11.8%
Motor Vehicle Violation		N	1107	101		N	409	41
		%	91.6%	8.4%		%	90.9%	9.1%
Assist		N	4	1		N	10	0
		%	80.0%	20.0%		%	100.0%	0%
Investigatory	Natick	N	107	28	Natick	N	52	11
		%	79.3%	20.7%		%	82.5%	17.5%
Motor Vehicle Violation		N	946	132		N	727	101
		%	87.8%	12.2%		%	87.8%	12.2%
Assist		N	20	1		N	12	2
		%	95.2%	4.8%		%	85.7%	14.3%
Investigatory	Crompton	N	89	18	Crompton	N	66	8
		%	83.2%	16.8%		%	89.2%	10.8%
Motor Vehicle Violation		N	1805	143		N	1010	85
		%	92.7%	7.3%		%	92.2%	7.8%
Assist		N	25	3		N	29	5
		%	89.3%	10.7%		%	85.3%	14.7%
Investigatory	Interstate 95	N	0	0	Interstate 95	N	0	0
		%	0.0%	0.0%		%	0.0%	0.0%
Motor Vehicle Violation		N	0	0		N	1	0
		%	0.0%	0.0%		%	100.0%	0.0%
Assist		N	0	1		N	0	0
		%	0.0%	100.0%		%	0.0%	0.0%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	1,383	79
	%	19.5%	10.5%
Speeding (Low)	N	302	15
	%	4.2%	2.0%
Other Traffic Violation	N	1,876	197
	%	26.4%	26.2%
Equipment Violation	N	1,835	257
	%	25.8%	34.2%
Registration Violation	N	866	129
	%	12.2%	17.2%
Calls for Service/APB	N	85	8
	%	1.2%	1.1%
City Ordinance Violation	N	22	4
	%	0.3%	0.5%
Special Detail	N	666	53
	%	9.4%	7.0%
Motorist Assist	N	64	8
	%	0.9%	1.1%
Warrant	N	11	2
	%	0.2%	0.3%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	763	51
	%	32.8%	23.5%
Speeding (Low)	N	205	18
	%	8.8%	8.3%
Other Traffic Violation	N	489	48
	%	21.1%	22.1%
Equipment Violation	N	492	48
	%	21.2%	22.1%
Registration Violation	N	79	15
	%	3.4%	6.9%
Calls for Service	N	21	1
	%	0.9%	0.5%
City Ordinance Violation	N	4	0
	%	0.2%	0.0%
Special Detail	N	4	1
	%	0.2%	0.5%
Motorist Assist	N	5	1
	%	0.2%	0.5%
Warrant	N	5	0
	%	0.2%	0.0%
APB	N	16	2
	%	0.7%	0.9%
Suspicious Person	N	58	8
	%	2.5%	3.7%
More Than One	N	182	24
	%	7.8%	11.1%

WESTERLY

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	2,631					
Reason for the Stop:		%	N			
	Investigatory	6.3%	(167)			
	Motor Vehicle	93.2%	(2402)			
	Assist	0.5%	(12)			
Basis for the Stop:		%	N		%	N
	Speeding	42.0%	(1093)	Call for Service	1.0%	(25)
	Other Traffic Violations	22.3%	(581)	APB	0.7%	(18)
	Equipment Violations	24.7%	(644)	Suspicious Person	3.2%	(83)
	Registration Violation	4.9%	(128)	Motorist Assist	0.3%	(7)
	City or Town Ordinance	0.2%	(5)	Warrant	0.2%	(6)
	Special Detail	0.5%	(13)			
Outcome of the Stop:		%	N			
	Citation	36.7%	(952)			
	Notice of Demand	2.5%	(66)			
	Warning	48.3%	(1254)			
	Arrest	6.9%	(179)			
	No Action	5.6%	(145)			
		%	N			
Stops with Search:		8.9%	(236)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	33.8%	(846)			
	2nd Shift (4 p to 12 a)	39.6%	(991)			
	3rd Shift (12 a to 8 a)	26.7%	(668)			
Date of Week:		%	N			
	Weekday	70.6%	(1775)			
	Weekend	29.4%	(740)			
Season:		%	N			
	Winter	27.9%	(718)			
	Spring	29.2%	(752)			
	Summer	21.6%	(557)			
	Fall	21.3%	(549)			
Driver Race:		%	N		%	N
	White	91.6%	(2400)	Asian	1.3%	(35)
	Black/African American	3.9%	(101)	Native American	0.5%	(14)
	Hispanic	2.3%	(61)	Other	0.4%	(10)
Driver Gender:		%	N			
	Male	68.3%	(1773)			
	Female	31.7%	(823)			

WESTERLY

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Northside	N	2,026	205	2,231	Northside	N	578	50	628
	%	90.8%	9.2%	100.0%		%	92.0%	8.0%	100.0%
Southside	N	1,651	143	1,794	Southside	N	462	50	512
	%	92.0%	8.0%	100.0%		%	90.2%	9.8%	100.0%
Inside	N	1,358	126	1,484	Inside	N	439	43	482
	%	91.5%	8.5%	100.0%		%	91.1%	8.9%	100.0%
Beach	N	839	50	889	Beach	N	324	26	350
	%	94.4%	5.6%	100.0%		%	92.6%	7.4%	100.0%
Bradford	N	1,471	74	1,545	Bradford	N	491	38	529
	%	95.2%	4.8%	100.0%		%	92.8%	7.2%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	2,413	166	2,579	N	786	58	844
(8am - 4pm)	%	93.6%	6.4%	100.0%	%	93.1%	6.9%	100.0%
2nd Shift	N	2,183	182	2,365	N	911	77	988
(4pm – 12am)	%	92.3%	7.7%	100.0%	%	92.2%	7.8%	100.0%
3rd Shift	N	2,521	233	2,754	N	589	78	667
(12am – 8am)	%	91.5%	8.5%	100.0%	%	88.3%	11.7%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	1,721	149	1,870	N	661	55	716
(Dec – Feb)	%	92.0%	8.0%	100.0%	%	92.3%	7.7%	100.0%
Spring	N	2,238	182	2,420	N	686	63	749
(Mar – May)	%	92.5%	7.5%	100.0%	%	91.6%	8.4%	100.0%
Summer	N	1,879	153	2,032	N	517	38	555
(Jun – Aug)	%	92.5%	7.5%	100.0%	%	93.2%	6.8%	100.0%
Fall	N	1,572	113	1,685	N	487	61	548
(Sep – Nov)	%	93.3%	6.7%	100.0%	%	88.9%	11.1%	100.0%

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	Northside	N	657	48	705	Northside	N	158	16	174
		%	93.2%	6.8%	100.0%		%	90.8%	9.2%	100.0%
Shift 2 (4pm - 12am)		N	400	50	450		N	249	20	269
		%	88.9%	11.1%	100.0%		%	92.6%	7.4%	100.0%
Shift 3 (12am - 8am)		N	843	91	934		N	148	13	161
		%	90.3%	9.7%	100.0%		%	91.9%	8.1%	100.0%
Shift 1 (8am - 4pm)	Southside	N	362	22	384	Southside	N	149	6	155
		%	94.3%	5.7%	100.0%		%	96.1%	3.9%	100.0%
Shift 2 (4pm - 12am)		N	570	56	626		N	157	20	177
		%	91.1%	8.9%	100.0%		%	88.7%	11.3%	100.0%
Shift 3 (12am - 8am)		N	653	62	715		N	130	21	151
		%	91.3%	8.7%	100.0%		%	86.1%	13.9%	100.0%
Shift 1 (8am - 4pm)	Inside	N	464	36	500	Inside	N	138	11	149
		%	92.8%	7.2%	100.0%		%	92.6%	7.4%	100.0%
Shift 2 (4pm - 12am)		N	360	32	392		N	177	13	190
		%	91.8%	8.2%	100.0%		%	93.2%	6.8%	100.0%
Shift 3 (12am - 8am)		N	447	52	499		N	108	18	126
		%	89.6%	10.4%	100.0%		%	85.7%	14.3%	100.0%
Shift 1 (8am - 4pm)	Beach	N	344	28	372	Beach	N	121	9	130
		%	92.5%	7.5%	100.0%		%	93.1%	6.9%	100.0%
Shift 2 (4pm - 12am)		N	306	18	324		N	120	13	133
		%	94.4%	5.6%	100.0%		%	90.2%	9.8%	100.0%
Shift 3 (12am - 8am)		N	155	3	158		N	63	4	67
		%	98.1%	1.9%	100.0%		%	94.0%	6.0%	100.0%
Shift 1 (8am - 4pm)	Bradford	N	516	27	543	Bradford	N	191	14	205
		%	95.0%	5.0%	100.0%		%	93.2%	6.8%	100.0%
Shift 2 (4pm - 12am)		N	493	22	515		N	151	6	157
		%	95.7%	4.3%	100.0%		%	96.2%	3.8%	100.0%
Shift 3 (12am - 8am)		N	368	22	390		N	127	16	143
		%	94.4%	5.6%	100.0%		%	88.8%	11.2%	100.0%

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	2691	N	622
	%	33.7%	%	25.8%
Non-White Male over 30	N	310	N	80
	%	3.9%	%	3.3%
White Male under 31	N	2340	N	779
	%	29.3%	%	32.3%
Non-White Male under 31	N	169	N	58
	%	2.1%	%	2.4%
White Female over 30	N	1374	N	386
	%	17.2%	%	16.0%
Non-White Female over 30	N	73	N	15
	%	0.9%	%	0.6%
White Female under 31	N	975	N	459
	%	12.2%	%	19.0%
Non-White Female under 31	N	45	N	13
	%	0.6%	%	0.5%
Total	N	7977	N	2412
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	609	62	N	118	14
	%	8.2%	10.3%	%	5.2%	8.2%
Motor Vehicle Violation	N	6,843	536	N	2126	151
	%	91.8%	89.2%	%	93.1%	88.8%
Assist	N	52	7	N	29	4
	%	0.7%	1.2%	%	1.3%	2.4%

7. Location by Reason for Stop by Race

	Location		2001-2003		Location		2004-2005	
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	Northside	N	138	17	Northside	N	26	3
		%	89.0%	11.0%		%	89.7%	10.3%
Motor Vehicle Violation		N	1827	184		N	533	44
		%	90.9%	9.1%		%	92.4%	7.6%
Assist		N	15	1		N	3	0
		%	93.8%	6.3%		%	100.0%	0.0%
Investigatory	Southside	N	109	6	Southside	N	20	2
		%	94.8%	5.2%		%	90.9%	9.1%
Motor Vehicle Violation		N	1504	132		N	426	46
		%	91.9%	8.1%		%	90.3%	9.7%
Assist		N	12	2		N	2	0
		%	85.7%	14.3%		%	100.0%	0.0%
Investigatory	Inside	N	135	20	Inside	N	40	8
		%	87.1%	12.9%		%	83.3%	16.7%
Motor Vehicle Violation		N	1179	100		N	386	34
		%	92.2%	7.8%		%	91.9%	8.1%
Assist		N	10	3		N	0	0
		%	76.9%	23.1%		%	0.0%	0.0%
Investigatory	Beach	N	55	2	Beach	N	30	0
		%	96.5%	3.5%		%	100.0%	0.0%
Motor Vehicle Violation		N	769	47		N	284	24
		%	94.2%	5.8%		%	92.2%	7.8%
Assist		N	3	0		N	1	1
		%	100.0%	0.0%		%	50.0%	50.0%
Investigatory	Bradford	N	102	9	Bradford	N	25	3
		%	91.9%	8.1%		%	89.3%	10.7%
Motor Vehicle Violation		N	1340	61		N	461	33
		%	95.6%	4.4%		%	93.3%	6.7%
Assist		N	6	1		N	2	0
		%	85.7%	14.3%		%	100.0%	0.0%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	2,508	181
	%	33.5%	29.9%
Speeding (Low)	N	322	21
	%	4.3%	3.5%
Other Traffic Violation	N	1,866	178
	%	24.9 %	29.4%
Equipment Violation	N	2,010	157
	%	26.8%	26.0%
Registration Violation	N	551	36
	%	7.4%	6.0%
Calls for Service/APB	N	88	10
	%	1.2%	1.7%
City Ordinance Violation	N	18	4
	%	0.2%	0.7%
Special Detail	N	73	5
	%	1.0%	0.8%
Motorist Assist	N	34	6
	%	0.5%	1.0%
Warrant	N	18	7
	%	0.2%	1.2%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	1137	61
	%	50.6%	37.2%
Speeding (Low)	N	111	6
	%	4.9%	3.7%
Other Traffic Violation	N	293	31.0
	%	13.0%	18.9%
Equipment Violation	N	509	40
	%	22.6%	24.4%
Registration Violation	N	15	3
	%	0.7%	1.8%
Calls for Service	N	36	6
	%	1.6%	3.7%
City Ordinance Violation	N	4	1
	%	0.2%	0.6%
Special Detail	N	6	0
	%	0.3%	0.0%
Motorist Assist	N	24	3
	%	1.1%	1.8%
Warrant	N	7	0
	%	0.3%	0.0%
APB	N	21	1
	%	0.9%	0.6%
Suspicious Person	N	41	7
	%	1.8%	4.3%
More Than One	N	45	5
	%	2.0%	3.0%

WOONSOCKET

General Information on Traffic Stops in 2004-2005

Total Number of Stops:	7,556					
Reason for the Stop:		%	N			
	Investigatory	8.7%	(645)			
	Motor Vehicle	89.4%	(6662)			
	Assist	1.9%	(144)			
Basis for the Stop:		%	N		%	N
	Speeding	36.9%	(2767)	Call for Service	1.5%	(111)
	Other Traffic Violations	24.4%	(1830)	APB	0.8%	(62)
	Equipment Violations	14.5%	(1089)	Suspicious Person	3.8%	(288)
	Registration Violation	6.2%	(462)	Motorist Assist	1.9%	(145)
	City or Town Ordinance	2.0%	(149)	Warrant	0.3%	(24)
	Special Detail	7.7%	(579)			
Outcome of the Stop:		%	N			
	Citation	40.6%	(3015)			
	Notice of Demand	1.1%	(80)			
	Warning	38.6%	(2867)			
	Arrest	9.2%	(685)			
	No Action	10.6%	(787)			
		%	N			
Stops with Search:		13.3%	(993)			
Time of Day		%	N			
	1st Shift (8 a to 4 p)	30.5%	(2222)			
	2nd Shift (4 p to 12 a)	45.3%	(3300)			
	3rd Shift (12 a to 8 a)	24.2%	(1767)			
Date of Week:		%	N			
	Weekday	75.3%	(5615)			
	Weekend	24.7%	(1845)			
Season:		%	N			
	Winter	24.9%	(1868)			
	Spring	25.1%	(1883)			
	Summer	26.8%	(2008)			
	Fall	23.8%	(1746)			
Driver Race:		%	N		%	N
	White	74.9%	(5640)	Asian	3.3%	(250)
	Black/African American	9.8%	(736)	Native American	0.0%	(3)
	Hispanic	11.7%	(883)	Other	0.2%	(15)
Driver Gender:		%	N			
	Male	65.6%	(4924)			
	Female	34.4%	(2583)			

WOONSOCKET

Information on Traffic Stops by Race, Comparisons Between 2001-2003 and 2004-2005

1. Location by Race

		2001-2003					2004-2005		
Location		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
District 1	N	2456	1018	3474	District 1	N	2779	832	3611
	%	70.7%	29.3%	100.0%		%	77.0%	23.0%	100.0%
District 2	N	738	360	1098	District 2	N	630	210	840
	%	67.2%	32.8%	100.0%		%	75.0%	25.0%	100.0%
District 3	N	700	270	970	District 3	N	630	153	783
	%	72.2%	27.8%	100.0%		%	80.5%	19.5%	100.0%
District 4	N	994	359	1353	District 4	N	551	153	704
	%	73.5%	26.5%	100.0%		%	78.3%	21.7%	100.0%
District 5	N	255	140	395	District 5	N	434	197	631
	%	64.6%	35.4%	100.0%		%	68.8%	31.2%	100.0%
District 6	N	322	226	548	District 6	N	467	277	744
	%	58.8%	41.2%	100.0%		%	62.8%	37.2%	100.0%

2. Shift by Race

		2001-2003				2004-2005		
Shift		**White**	**Non-White**	**Total**		**White**	**Non-White**	**Total**
1st Shift	N	2120	709	2829	N	1824	394	2218
(8am - 4pm)	%	74.9%	25.1%	100.0%	%	82.2%	17.8%	100.0%
2nd Shift	N	2659	1407	4066	N	2417	878	3295
(4pm – 12am)	%	65.4%	34.6%	100.0%	%	73.4%	26.6%	100.0%
3rd Shift	N	786	305	1091	N	1209	547	1756
(12am – 8am)	%	72.0%	28.0%	100.0%	%	68.8%	31.2%	100.0%

3. Seasonal Variation in Traffic Stops by Race

Season		2001-2003				2004-2005		
		White	**Non-White**	**Total**		**White**	**Non-White**	**Total**
Winter	N	1313	651	1964	N	1372	484	1856
(Dec – Feb)	%	66.9%	33.1%	100.0%	%	73.9%	26.1%	100.0%
Spring	N	1735	746	2481	N	1371	509	1880
(Mar – May)	%	69.9%	30.1%	100.0%	%	72.9%	27.1%	100.0%
Summer	N	1347	581	1928	N	1548	457	2005
(Jun – Aug)	%	69.9%	30.1%	100.0%	%	77.2%	22.8%	100.0%
Fall	N	1349	522	1871	N	1319	422	1741
(Sep – Nov)	%	72.1%	27.9%	100.0%	%	75.8%	24.2%	100.0%

WOONSOCKET

4. Racial Differences in Stops by Shift for Each Location

		2001-2003					2004-2005			
Shift	**Location**		**White**	**Non-White**	**Total**	**Location**		**White**	**Non-White**	**Total**
Shift 1 (8am - 4pm)	District 1	N	1028	362	1390	District 1	N	889	201	1090
		%	74.0%	26.0%	100.0%		%	81.6%	18.4%	100.0%
Shift 2 (4pm - 12am)		N	1047	476	1523		N	1303	411	1714
		%	68.7%	31.3%	100.0%		%	76.0%	24.0%	100.0%
Shift 3 (12am - 8am)		N	291	124	415		N	508	201	709
		%	70.1%	29.9%	100.0%		%	71.7%	28.3%	100.0%
Shift 1 (8am - 4pm)	District 2	N	2366	962	3328	District 2	N	249	65	314
		%	71.1%	28.9%	100.0%		%	79.3%	20.7%	100.0%
Shift 2 (4pm - 12am)		N	215	83	298		N	229	83	312
		%	72.1%	27.9%	100.0%		%	73.4%	26.6%	100.0%
Shift 3 (12am - 8am)		N	377	225	602		N	128	51	179
		%	62.6%	37.4%	100.0%		%	71.5%	28.5%	100.0%
Shift 1 (8am - 4pm)	District 3	N	109	36	145	District 3	N	184	43	227
		%	75.2%	24.8%	100.0%		%	81.1%	18.9%	100.0%
Shift 2 (4pm - 12am)		N	701	344	1045		N	276	52	328
		%	67.1%	32.9%	100.0%		%	84.1%	15.9%	100.0%
Shift 3 (12am - 8am)		N	244	66	310		N	146	53	199
		%	78.7%	21.3%	100.0%		%	73.4%	26.6%	100.0%
Shift 1 (8am - 4pm)	District 4	N	349	162	511	District 4	N	133	15	148
		%	68.3%	31.7%	100.0%		%	89.9%	10.1%	100.0%
Shift 2 (4pm - 12am)		N	82	32	114		N	248	72	320
		%	71.9%	28.1%	100.0%		%	77.5%	22.5%	100.0%
Shift 3 (12am - 8am)		N	675	260	935		N	157	56	213
		%	72.2%	27.8%	100.0%		%	73.7%	26.3%	100.0%
Shift 1 (8am - 4pm)	District 5	N	398	110	508	District 5	N	176	34	210
		%	78.3%	21.7%	100.0%		%	83.8%	16.2%	100.0%
Shift 2 (4pm - 12am)		N	379	180	559		N	120	73	193
		%	67.8%	32.2%	100.0%		%	62.2%	37.8%	100.0%
Shift 3 (12am - 8am)		N	175	52	227		N	122	80	202
		%	77.1%	22.9%	100.0%		%	60.4%	39.6%	100.0%
Shift 1 (8am - 4pm)	District 6	N	952	342	1294	District 6	N	151	29	180
		%	73.6%	26.4%	100.0%		%	83.9%	16.1%	100.0%
Shift 2 (4pm - 12am)		N	65	18	83		N	173	149	322
		%	78.3%	21.7%	100.0%		%	53.7%	46.3%	100.0%
Shift 3 (12am - 8am)		N	148	104	252		N	117	91	208
		%	58.7%	41.3%	100.0%		%	56.3%	43.8%	100.0%

WOONSOCKET

Characteristics of Individuals Stopped: Age, Gender and Race

5. Age, Gender and Race

Race/Gender/Age	2001-2003		2004-2005	
White Male over 30	N	2137	N	1806
	%	26.4%	%	24.6%
Non-White Male over 30	N	976	N	594
	%	12.1%	%	8.1%
White Male under 31	N	1718	N	1610
	%	21.2%	%	21.9%
Non-White Male under 31	N	990	N	810
	%	12.2%	%	11.0%
White Female over 30	N	1060	N	1101
	%	13.1%	%	15.0%
Non-White Female over 30	N	279	N	192
	%	3.4%	%	2.6%
White Female under 31	N	735	N	1000
	%	9.1%	%	13.6%
Non-White Female under 31	N	199	N	237
	%	2.5%	%	3.2%
Total	N	8094	N	7350
	%	100.0%	%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

6. Reason for Stop by Race

Reason for Stop	2001-2003			2004-2005		
		White	Non-White		White	Non-White
Investigatory	N	831	413	N	464	177
	%	14.4%	8.3%	%	8.4%	9.6%
Motor Vehicle Violation	N	4841	2049	N	4982	1637
	%	84.0%	41.3%	%	89.8%	88.3%
Assist	N	91	2497	N	101	39
	%	1.6%	50.4%	%	1.8%	2.1%

7. Location by Reason for Stop by Race

	Location		2001-2003		Location		2004-2005	
Reason for Stop			**White**	**Non-White**			**White**	**Non-White**
Investigatory	District 1	N	332	146	District 1	N	221	64
		%	69.5%	30.5%		%	77.5%	22.5%
Motor Vehicle Violation		N	2059	838		N	2468	745
		%	71.1%	28.9%		%	76.8%	23.2%
Assist		N	32	15		N	43	14
		%	68.1%	31.9%		%	75.4%	24.6%
Investigatory	District 2	N	88	51	District 2	N	32	14
		%	63.3%	36.7%		%	69.6%	30.4%
Motor Vehicle Violation		N	628	299		N	574	183
		%	67.7%	32.3%		%	75.8%	24.2%
Assist		N	11	4		N	12	6
		%	73.3%	26.7%		%	66.7%	33.3%
Investigatory	District 3	N	77	48	District 3	N	68	17
		%	61.6%	38.4%		%	80.0%	20.0%
Motor Vehicle Violation		N	596	210		N	533	128
		%	73.9%	26.1%		%	80.6%	19.4%
Assist		N	18	7		N	21	5
		%	72.0%	28.0%		%	80.8%	19.2%
Investigatory	District 4	N	168	68	District 4	N	45	19
		%	71.2%	28.8%		%	70.3%	29.7%
Motor Vehicle Violation		N	802	280		N	488	127
		%	74.1%	25.9%		%	79.3%	20.7%
Assist		N	13	6		N	10	5
		%	68.4%	31.6%		%	66.7%	33.3%
Investigatory	District 5	N	33	23	District 5	N	37	25
		%	58.9%	41.1%		%	59.7%	40.3%
Motor Vehicle Violation		N	213	110		N	386	163
		%	65.9%	34.1%		%	70.3%	29.7%
Assist		N	6	6		N	5	4
		%	50.0%	50.0%		%	55.6%	44.4%
Investigatory	District 6	N	53	41	District 6	N	47	32
		%	56.4%	43.6%		%	59.5%	40.5%
Motor Vehicle Violation		N	259	176		N	408	235
		%	59.5%	40.5%		%	63.5%	36.5%
Assist		N	0	2		N	4	4
		%	0.0%	100.0%		%	50.0%	50.0%

8. Basis for Stop by Race

2001-2003			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	772	224
	%	14.3%	9.6%
Speeding (Low)	N	562	133
	%	10.4%	5.7%
Other Traffic Violation	N	1784	728
	%	33.2%	31.2%
Equipment Violation	N	1006	609
	%	18.7%	26.1%
Registration Violation	N	474	278
	%	8.8%	11.9%
Calls for Service/APB	N	211	98
	%	3.9%	4.2%
City Ordinance Violation	N	202	99
	%	3.8%	4.2%
Special Detail	N	177	63
	%	3.3%	2.7%
Motorist Assist	N	149	66
	%	2.8%	2.8%
Warrant	N	43	37
	%	0.8%	1.6%

2004-2005			
Basis for Stop		**White**	**Non-White**
Speeding (High)	N	980	203
	%	17.7%	10.9%
Speeding (Low)	N	1287	208
	%	23.2%	11.2%
Other Traffic Violation	N	1301	450
	%	23.5%	24.3%
Equipment Violation	N	603	418
	%	10.9%	22.5%
Registration Violation	N	266	140
	%	4.8%	7.6%
Calls for Service	N	76	29
	%	1.4%	1.6%
City Ordinance Violation	N	94	46
	%	1.7%	2.5%
Special Detail	N	43	8
	%	0.8%	0.4%
Motorist Assist	N	107	35
	%	1.9%	1.9%
Warrant	N	16	7
	%	0.3%	0.4%
APB	N	37	24
	%	0.7%	1.3%
Suspicious Person	N	211	65
	%	3.8%	3.5%
More Than One	N	523	221
	%	9.4%	11.9%