ILLINOIS

TRAFFIC AND PEDESTRIAN STOP STUDY

2020 ANNUAL REPORT

TRAFFIC STOP ANALYSIS

SUBMITTED BY

THE MOUNTAIN-WHISPER-LIGHT: STATISTICS & DATA SCIENCE



The Mountain-Whisper-Light

SC-B CONSULTING

Achieving Innovative Solutions Together

Illinois Traffic and Pedestrian Stop Study

2020 ANNUAL REPORT: TRAFFIC STOP ANALYSIS

Part I Executive Summary and Appendices

Prepared for the Illinois Department of Transportation

By

The Mountain-Whisper-Light: Statistics & Data Science



In Cooperation with SC-B Consulting, Inc.

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Executive Summary

I. Background

In October 2019, The Mountain-Whisper-Light, Inc. (aka The Mountain-Whisper-Light: Statistics & Data Science, and hereafter, "TMWL") was awarded a contract to conduct a statistical study of the traffic and pedestrian stop data provided by law enforcement agencies to the Illinois Department of Transportation (IDOT), pursuant to the Illinois Vehicle Code, 625 ILCS 5/11-212 Traffic and Pedestrian Stop Statistical Study. TMWL is carrying out the project in cooperation with SC-B Consulting, Inc., an Illinois firm. A report has already been issued on 2019 traffic and pedestrian stops in Illinois and is available online at https://www.idot.illinois.gov/transportation-system/local-transportation-partners/law-enforcement/illinois-traffic-stop-study.

According to the IDOT website, "On July 18, 2003, Senate Bill 30 was signed into law to establish a four-year statewide study of data from traffic stops to identify racial bias. The study began on January 1, 2004, and was originally scheduled to end December 31, 2007. However, the legislature extended the data collection several times, and also expanded the study to include data on pedestrian stops. Public Act 101-0024, which took effect on June 21, 2019, eliminated the study's scheduled end date of July 1, 2019, and extended the data collection."

Under that provision of the Illinois Vehicle Code, IDOT is responsible for providing a standardized law enforcement data compilation form (see Appendix A below) and analyzing the data and submitting a report of the previous year's findings to the Governor, General Assembly, the Racial Profiling Prevention and Data Oversight Board, and each law enforcement agency no later than July 1 of each year. In May, 2021, TMWL and SC-B, in cooperation with IDOT's Bureau of Data Collection (BDC), have provided copies of statistical tables for 852 law enforcement agencies in the state of Illinois, based on data collection provided by the respective agencies on traffic and pedestrian stops. These 852 agencies reported at least one traffic or pedestrian stop.

We are pleased to submit this 2020 Annual Report for the Illinois Traffic and Pedestrian Stop Study. The Executive Summary in this document covers the traffic stops study and a companion volume with a similar format contains an Executive Summary for the pedestrian stops study.

II. Introduction

How is this report structured?

The report is presented in two parts. **Part I** is this Executive Summary, which includes appendices with detailed technical information on the statistical methodology and analysis. **Part II** includes extensive tables (one set of tables for each law enforcement agency that collected data for all stops conducted in 2020). The tables show stop rates for each racial group, along with other statistics that cover activity during the stops, such as citations or warnings, searches and contraband found.

To obtain the greatest benefit from this report, readers are encouraged to read the full Executive Summary. In addition to the information on data collection, we have provided a sample Traffic Table and a Guide to Using Traffic Tables that includes definitions of statistical terms used in this report and an explanation of the data presented in each panel of the tables. We also include an Interpretation section with additional details on the numeric results presented in the tables and a plain-language description of how the analysis was implemented. Finally, the section on Selected Findings highlights some statewide results. The Appendices include technical material that describes the statistical methods and calculations in detail. The information in the appendices is provided for readers who wish to have a deeper understanding of the methodology.

What is the source of the data?

As noted above, per Illinois law, officers from law enforcement agencies are required to fill in a report when they stop a driver or a pedestrian. Separate templates are provided for traffic and pedestrian stops.

To follow the convention of previous reporting on the Illinois Traffic and Pedestrian Stop Study, we are submitting two separate reports, the Illinois **Traffic** Stop Study (ITSS) and the Illinois **Pedestrian** Stop Study (IPSS). The above-mentioned data collection templates (known as Traffic Stop or Pedestrian Stop Data Forms) are shown in Appendix A of the ITSS and IPSS. There is an instruction manual that accompanies the traffic stops data collection form—available online at http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Pamphlets-&-Brochures/Safety/2012TrafficStopDataSheetInstructions.pdf .

How were the data analyzed?

The results of the data collection are that 849 agencies generated data on 1,561,514 traffic stops and 300 agencies generated data on 94,042 pedestrian stops in 2020. A total of 852 agencies provided data on either traffic stops or pedestrian stops, with 552 agencies providing traffic stop data only, 3 agencies providing pedestrian stop data only, and 297 agencies providing both traffic and pedestrian stop data. Only 66 traffic stops (0.004% of traffic stops) were missing the race designation. None of the reported pedestrian stops were missing the race designation. Further

analysis was carried out to provide statistics that may be helpful in determining if there is potential bias against minorities in initiating a stop or in the activities that occur during a stop.

As specified by the Illinois statute for this study, the tables report on the stops and subsequent experience of individuals stopped. The stopped individuals are classified into one of six racial groups. The law enforcement officer filling in the data collection form must use their judgment to classify an individual into one of the following groups.

- Black or African American
- Hispanic or Latino
- Asian
- American Indian or Alaska Native
- Native Hawaiian or Other Pacific Islander
- White

The data collection forms are extensive. There are more than 60 data items listed for traffic stops and more than 20 data items listed for pedestrian stops. Some items are left blank unless there are further actions beyond a stop, such as a search.

Data collected by local agencies for traffic stops include:

- Information about the driver (including race) and the officer
- The location of the stop (using location designations developed by each agency)
- Reason for the stop
- Outcome of the stop
- Search activity and search findings of contraband.

III. Guide to Using Traffic Tables

While many readers of this report previously reviewed traffic and pedestrian stop tables for their respective jurisdictions, here are some brief explanations of the statistics presented in the tables of this report.

Table 1 is included as an example to show stop rates, along with certain percentages and ratios. A ratio compares either a rate or a percentage for a minority to the corresponding rate or percentage for Whites. The ratios are intended to make it easier to determine the possibility of racial profiling. The word “possibility” is very important, because racial profiling cannot be proved by the numeric results in this report. Some of the inherent uncertainties and limitations of the statistics are explained later.

The following section includes an example of traffic tables and offers a guide to the numbers in the tables, explained panel by panel. The table reproduced here (Table 1) refers to all traffic stops

reported in 2020 for the state of Illinois. The counts, rates, percentages and ratios are for purposes of illustration only and are not tied to any individual agency.

Before using the tables: Following the tables there is an important section on interpretation of the rates, ratios, percentages and 95% confidence intervals. Reading that section is important for readers of this report to make a proper assessment of what the numbers represent.

Rates, percentages and ratios: The terms "rate," "percentage" and "ratio" are used throughout this report. A brief explanation of the terms is provided here.

A **rate** in this context is the number of individuals (such as the number of individuals stopped) divided by the population the individuals came from, also known in this report as the "benchmark," a term that will be used repeatedly. For example, in Illinois in 2020 there were 262,544 traffic stops of individuals whom the officer assigned to the category "Hispanic or Latino." The estimated benchmark population of Hispanic or Latino drivers in Illinois in 2020 was 1,337,232. Dividing the 262,544 by 1,337,232 yields the stop rate of 0.196. That is, there was an average of 0.196 stops per driving member of the Hispanic or Latino population. The decimal value 0.196 does not mean that 19.6% of Hispanic or Latino drivers had a stop. Some drivers may have been stopped more than once.

A **percentage** in this context has the usual meaning. For example, in Illinois in 2020 there were 780,887 stops of drivers whom the officer assigned to the category "White." There were 571,439 of those stops with a citation for a moving violation. The number of stops with citations (571,439) divided by the number of stops (780,887) yields the decimal fraction 0.732. That fraction represented as a percentage is 73.2%. In Illinois in 2020, 73.2% of stops of drivers assessed as being White resulted in a citation of the driver.

The **ratio** used in this report is either the ratio of a minority rate to a White rate or the ratio of a minority percentage to a White percentage. If the ratio is 2.0, for example, it means that the minority rate (or percentage) is twice the White rate (or percentage).

Table 1 shows the Illinois statewide results for illustration of traffic stop reporting. Following is a guide to each panel of the table.

> **Panel 1** (shaded rows) presents the traffic stops, benchmark, and stop rate by racial group, and stop rate ratio for each minority group compared to White drivers. Ninety-five percent confidence intervals are shown (in parentheses) for rates and rate ratios. The 95% confidence interval is a "margin of error," and it is explained in a short section with that heading, below.
>
> **Panel 2** shows the number, percentage (in parentheses), and 95% confidence interval [in square brackets, like this] for selected reasons for traffic stops (moving violation, equipment, licensing/registration, and commercial vehicle) for each racial group. The label for the panel includes the note "Percentage of All Stops for the Racial Group with the Noted Reason for Stop." This tells us that the number of stops for a given reason, such as "Moving Violation,"

is divided by the total number of stops for the racial group to convert it to a percentage (after multiplication by 100%). For example, drivers assessed as being Asian had 34,106 stops noted by the officer as "Moving Violation," and the Asian category had 46,569 total stops in 2020, hence the percentage of stops noted as "Moving Violation" for drivers classified as Asian was 100% x (34,106/46,569) = 73% (rounded).

Panel 3 shows the outcomes of traffic stops including written warning, verbal warning, and citation for each racial group. The number, percentage (in parentheses), and 95% confidence interval [in brackets] are shown for each outcome. The ratio and 95% confidence interval (in parentheses) comparing each minority group to White drivers are shown for citations, the most serious outcome recorded for the stop on the traffic data collection form.

Panel 4 shows vehicle searches and outcomes of vehicle searches during traffic stops, including consent searches, all searches, and whether contraband was found during any search for each racial group. The number, percentage (in parentheses), and 95% confidence interval [in brackets] are shown for each outcome. The label for each row shows the basis for calculation of the percentages. The contraband-found percentage is calculated based on all vehicle searches. The ratio and 95% confidence interval (in parentheses) comparing each minority group to White drivers are shown for contraband-found for all vehicle searches. (Note: searches following a dog sniff are not included in Panel 4. See Panel 6 for the statistics on stops with a dog sniff.)

Panel 5 shows driver and passenger searches and outcomes of these searches during traffic stops including consent searches, all searches and whether contraband was found during any search for each racial group. The number, percentage (in parentheses), and 95% confidence interval [in brackets] are shown for each outcome. The label for each row shows the basis for calculation of the percentages. The contraband found percentage is calculated based on all driver or passenger searches. The ratio and 95% confidence interval (in parentheses) comparing each minority group to White drivers are shown for contraband found for all driver or passenger searches. (Note: searches following a dog sniff are not included in Panel 5. See Panel 6 for the statistics on stops with a dog sniff.)

Panel 6 shows dog sniffs, searches, and outcomes of these searches during traffic stops, including dog alerts during a dog sniff, vehicle searches after a dog sniff and whether contraband was found after any vehicle search for each racial group. The number, percentage (in parentheses) and 95% confidence interval [in brackets] are shown for each outcome. The label for each row shows the basis for calculation of the percentages. The percentage of dog sniffs with a dog alert and the percentage of vehicle searches after a dog sniff are calculated based on all dog sniffs. The percentage for contraband found after a vehicle search is calculated based on all vehicle searches after a dog sniff, and the ratio and 95% confidence interval (in parentheses) are shown for contraband found for all vehicle searches after a dog sniff.

A ratio of 1.0 for Whites: For all rows showing comparisons of minority groups to Whites, a value of 1.0 is shown in the White racial group column, the reference group. In this column for Whites, the Whites are being compared to themselves, so the ratio of rates must be 1.0. The column is included to make it clear that the Whites are the reference group to which each minority is compared.

Zero stops or zero benchmark: For some agencies, the number of stops or the benchmark value or the number of outcomes may be zero for a racial group. When it is not possible to calculate a rate or percentage or ratio and an associated 95% confidence interval because of zero stops or zero benchmarks or zero outcomes, an "NA" is reported in the table. When reporting information such as searches following stops or contraband found, there are cases when all racial groups have entries of zero in the row. That is, there were no searches of any racial group or no contraband found for any racial group. In that case, the row is omitted. Similarly, when making comparisons to Whites, if all minorities have counts of zero or the Whites have a count of zero, the ratios comparing each minority to Whites cannot be computed and the row of ratios is omitted.

Table 1. Example of a table of traffic stops: counts, rates, percentages and ratios

Summary of Traffic Stops for 2020 - ILLINOIS STATEWIDE RESULTS						**Benchmark – State: Illinois**
	White	**Black or African American**	**Hispanic or Latino**	**Asian**	**American Indian or Alaska Native**	**Native Hawaiian or Other Pacific Islander**
Panel: 1 Summary of Traffic Stops, Rates, and Rate Ratios with 95% Confidence Intervals. Total stops: 1,561,514. Total benchmark population: 8,670,114.						
Stops	780,887	462,489	262,544	46,569	5,796	3,229
Benchmark	5,619,291	1,207,387	1,337,232	493,163	11,062	1,979
Stop Rate (95% Confidence Interval)	0.139 (0.1387 - 0.1393)	0.383 (0.382 - 0.384)	0.1963 (0.1956 - 0.1971)	0.0944 (0.0936 - 0.0953)	0.52 (0.51 - 0.54)	1.63 (1.58 - 1.69)
Rate Ratio vs White (95% Confidence Interval)	1.0	***2.76 (2.75 - 2.77)***	***1.413 (1.407 - 1.419)***	0.68 (0.67 - 0.69)	***3.8 (3.7 - 3.9)***	***11.7 (11.3 - 12.2)***
Panel: 2 Summary of Reason for Stop - Number (Percentage of All Stops for the Racial Group with the Noted Reason for Stop) [95% Confidence Interval]						
Moving Violation	571,439 (73.2%) [73% - 73.4%]	259,544 (56.1%) [55.9% - 56.3%]	163,006 (62.1%) [61.8% - 62.4%]	34,106 (73%) [72% - 74%]	3,963 (68%) [66% - 71%]	2,223 (69%) [66% - 72%]
Equipment	141,034 (18.1%) [18% - 18.2%]	131,669 (28.5%) [28.3% - 28.6%]	72,736 (27.7%) [27.5% - 27.9%]	9,383 (20.1%) [19.7% - 20.6%]	1,281 (22%) [21% - 23%]	716 (22%) [21% - 24%]
Licensing/Registration	63,663 (8.15%) [8.09% - 8.22%]	69,779 (15.1%) [15% - 15.2%]	24,045 (9.2%) [9% - 9.3%]	2,963 (6.4%) [6.1% - 6.6%]	537 (9.3%) [8.5% - 10%]	250 (7.7%) [6.8% - 8.8%]
Commercial Vehicle	4,751 (0.61%) [0.59% - 0.63%]	1,493 (0.32%) [0.31% - 0.34%]	2,757 (1.05%) [1.01% - 1.09%]	117 (0.25%) [0.21% - 0.3%]	15 (0.26%) [0.14% - 0.43%]	40 (1.2%) [0.88% - 1.7%]
Panel: 3 Summary of Outcome of Stop - Number (Percentage of All Stops for the Racial Group with the Noted Outcome of Stop) [95% Confidence Interval]						
Verbal Warning	182,057 (23.3%) [23.2% - 23.4%]	244,681 (52.9%) [52.7% - 53.1%]	111,348 (42.4%) [42.2% - 42.7%]	15,190 (32.6%) [32.1% - 33.1%]	2,084 (36%) [34% - 38%]	1,399 (43%) [41% - 46%]
Written Warning	303,312 (38.8%) [38.7% - 39%]	87,993 (19%) [18.9% - 19.2%]	61,250 (23.3%) [23.1% - 23.5%]	15,590 (33.5%) [33% - 34%]	1,801 (31%) [30% - 33%]	832 (26%) [24% - 28%]
Citation	295,518 (37.8%) [37.7% - 38%]	129,815 (28.1%) [27.9% - 28.2%]	89,946 (34.3%) [34% - 34.5%]	15,789 (33.9%) [33.4% - 34.4%]	1,911 (33%) [32% - 34%]	998 (31%) [29% - 33%]
Citation Ratio vs White (95% Confidence Interval)	1.0	0.742 (0.737 - 0.747)	0.905 (0.899 - 0.912)	0.9 (0.88 - 0.91)	0.87 (0.83 - 0.91)	0.82 (0.77 - 0.87)
Panel: 4 Summary of Vehicle Search Events - Number (Percentage for the Racial Group) [95% Confidence Interval]						
Consent Search (% of Stops)	8,549 (1.09%) [1.07% - 1.12%]	6,413 (1.39%) [1.35% - 1.42%]	3,356 (1.28%) [1.24% - 1.32%]	266 (0.57%) [0.5% - 0.64%]	53 (0.91%) [0.68% - 1.2%]	33 (1%) [0.7% - 1.4%]
All Searches (% of Stops)	46,261 (5.92%) [5.87% - 5.98%]	25,815 (5.6%) [5.5% - 5.7%]	11,440 (4.36%) [4.28% - 4.44%]	811 (1.7%) [1.6% - 1.9%]	202 (3.5%) [3% - 4%]	88 (2.7%) [2.2% - 3.4%]

Summary of Traffic Stops for 2020 - ILLINOIS STATEWIDE RESULTS						**Benchmark – State: Illinois**
	White	**Black or African American**	**Hispanic or Latino**	**Asian**	**American Indian or Alaska Native**	**Native Hawaiian or Other Pacific Islander**
Contraband Found (% of All Searches)	11,010 (23.8%) [23.4% - 24.2%]	9,564 (37%) [36% - 38%]	4,017 (35%) [34% - 36%]	195 (24%) [21% - 28%]	65 (32%) [25% - 41%]	33 (38%) [26% - 53%]
Contraband Found Ratio vs White (95% Confidence Interval)	1.0	***1.56 (1.51 - 1.6)***	***1.48 (1.42 - 1.53)***	1 (0.87 - 1.2)	***1.4 (1 - 1.7)***	***1.6 (1.1 - 2.2)***
Panel: 5 Summary of Driver or Passenger Search Events - Number (Percentage for the Racial Group) [95% Confidence Interval]						
Consent Search (% of Stops)	7,029 (0.9%) [0.88% - 0.92%]	5,331 (1.15%) [1.12% - 1.18%]	2,643 (1.01%) [0.969% - 1.05%]	168 (0.36%) [0.31% - 0.42%]	33 (0.57%) [0.39% - 0.8%]	19 (0.59%) [0.35% - 0.92%]
All Searches (% of Stops)	28,702 (3.68%) [3.63% - 3.72%]	20,313 (4.4%) [4.3% - 4.5%]	9,554 (3.64%) [3.57% - 3.71%]	552 (1.2%) [1.1% - 1.3%]	129 (2.2%) [1.9% - 2.6%]	70 (2.2%) [1.7% - 2.7%]
Contraband Found (% of All Searches)	3,635 (12.7%) [12.3% - 13.1%]	3,138 (15.4%) [14.9% - 16%]	930 (9.7%) [9.1% - 10%]	42 (7.6%) [5.5% - 10%]	13 (10%) [5.4% - 17%]	4 (5.7%) [1.6% - 15%]
Contraband Found Ratio vs White (95% Confidence Interval)	1.0	***1.22 (1.16 - 1.28)***	0.77 (0.71 - 0.83)	0.6 (0.43 - 0.81)	0.8 (0.42 - 1.4)	0.45 (0.12 - 1.2)
Panel: 6 Summary of Dog Sniff Events - Number (Percentage for the Racial Group) [95% Confidence Interval]						
Dog Sniff (% of Stops)	2,546 (0.33%) [0.31% - 0.34%]	1,183 (0.26%) [0.24% - 0.27%]	485 (0.18%) [0.17% - 0.2%]	59 (0.13%) [0.096% - 0.16%]	22 (0.38%) [0.24% - 0.57%]	4 (0.12%) [0.034% - 0.32%]
Dog Alert after Dog Sniff (% of Dog Sniffs)	2,155 (85%) [81% - 88%]	1,011 (85%) [80% - 91%]	375 (77%) [70% - 86%]	47 (80%) [59% - 100%]	19 (86%) [52% - 100%]	3 (75%) [15% - 100%]
Vehicle Search after Dog Sniff (% of Dog Sniffs)	2,116 (83%) [80% - 87%]	973 (82%) [77% - 88%]	365 (75%) [68% - 83%]	49 (83%) [61% - 100%]	18 (82%) [48% - 100%]	2 (50%) [6.1% - 100%]
Contraband Found (% of Vehicle Searches, preceding row)	1,345 (64%) [60% - 67%]	628 (65%) [60% - 70%]	149 (41%) [35% - 48%]	18 (37%) [22% - 58%]	7 (39%) [16% - 80%]	2 (100%) [12% - 100%]
Contraband Found Ratio vs White (95% Confidence Interval)	1.0	1 (0.92 - 1.1)	0.64 (0.54 - 0.76)	0.58 (0.34 - 0.92)	0.61 (0.25 - 1.3)	1.6 (0.19 - 5.7)

IV. Interpretation of Traffic Tables

95% Confidence Interval

Table 1 presents a "95% confidence interval" for each rate, percentage or ratio. The 95% confidence interval reflects uncertainty in estimating the rate, percentage or ratio due to sampling variability. The 95% confidence interval provides a range of plausible values. The "95%" figure means that when various studies include such an interval, 95% of the studies, on the average, will include the *true* value in the interval. Because there is an element of chance involved in being stopped, being searched, etc., the true value of a rate or percentage or ratio is not known. The 95% confidence interval uses widely accepted methods and expresses some of the uncertainty in the estimated rate, percentage or ratio. The uncertainty is often due to small numbers of stops or a small benchmark population in the geographic area used to calculate rates, percentages or ratios.

Ratios

A ratio of rates or percentages with a value of 1.0 (one) indicates that the rates or percentages are equal between the minority group and Whites. Ratios above or below 1.0 show greater or lesser stop activity with minorities, respectively. Comparisons of minority groups to White drivers or White pedestrians where the 95% confidence interval lies above 1.0 (one) are **bolded** in the stops tables. One can say that the value of 1.0 does not fall within the 95% confidence interval of the estimated ratio. These **bolded** ratios are statistical deviations and may be the basis for further consideration of potential racial disparities related to stops. A bolded ratio does not prove that there is racial profiling but may be taken as the basis for further inquiry. In addition to whether or not a ratio is **bolded**, the absolute magnitude of the ratio should be considered. For example, a **bolded** ratio of 5.0 is a higher priority to investigate than a small **bolded** ratio of 1.2. A larger ratio implies that the potential impact on individuals is larger, and it is less likely that the elevated ratio is only due to limitations of the chosen benchmark than when the ratio is closer to 1.0.

Limitations

There is a limitation in the use of ratios to determine potential racial disparities. The 95% confidence intervals for stop rates and stop rate ratios do not consider the error in estimating the driver and pedestrian benchmark populations. (The population of drivers or pedestrians who are considered the source of the persons stopped in a given jurisdiction are a population, and that population is referred to as the "benchmark" for the jurisdiction.) Note that each law enforcement agency has a "jurisdiction," which is the geographic area that the agency is responsible for policing. In this report "agency" and "jurisdiction" are sometimes used interchangeably.

The statistical issue with the benchmarks is that the drivers and pedestrians include people who reside in communities both inside and outside of the specific area of jurisdiction of an agency. For this study, the benchmark populations have been estimated based on the population located in cities and counties of Illinois. Those population counts are available from surveys carried out by the U.S. Census Bureau. The boundaries of the cities and counties may not closely fit the actual area of residence of drivers and pedestrians who might be encountered in a specific community.

Thus, the benchmarks have some error, and the extent of the error is unknown. If it were possible to estimate this error as it affects rates and rate ratios, the 95% confidence intervals would be wider and, thus, some confidence intervals might then include 1.0 (no racial disparity) and would not prompt bolding and the need for further inquiry. (The section labelled "**Benchmarks**", below, describes the methods used to estimate the population from which stopped individuals originated.)

The census ACS surveys have been used to designate benchmark populations for this study because they have readily available populations for cities and counties. The census city and county populations are virtually the only option for building benchmarks within the resources available to this study to annually choose benchmarks for more than 800 law enforcement agencies. The city and county populations do have some validity as benchmarks because they include the jurisdiction of interest and undoubtedly a substantial fraction of drivers passing through the jurisdiction originate from the designated benchmark city (or cities) and county (or counties).

In the "Looking Ahead" section later in this report we introduce a potential approach to benchmarking based on Zip codes. Zip codes are being investigated as potential building blocks for benchmarks. Research continues on this alternative.

Another limitation that may affect the rates, percentages and ratios is the designation of race by the law enforcement officer conducting the stop. That designation of race might not correspond to the driver's or pedestrian's own racial identity. In addition, the stop rate for a racial group will depend on a) the assignment of beats (geographic surveillance area) to officers in a jurisdiction and b) the degree of overlap of those beats to the residential area of each racial group. If there is higher (or lower) surveillance of an area with a high residential concentration of a racial group, then that can lead to a higher (or lower) stop rate for the racial group, compared to areas where surveillance is constant across all racial groups.

Statistics based on stops only

The percentages and ratios of percentages in the tables are based on stop counts and stop activity only. The percentages and ratios of percentages do not depend on the estimated benchmark population, and they do not have the potential benchmark error noted above. Percentages based on stops will be a resource for any inquiry about potential racial profiling.

It is important to note that the percentages are calculated with reference to a specific activity. For example, in the traffic tables, the percentage of searches for a racial group is a percentage of *stops* leading to a search. The percentage of contraband found in a vehicle is the percentage of *vehicle searches* leading to contraband found. For percentages, each row label (or the heading for the panel) indicates the basis for the percentage.

Can stop rates be compared across years?

The methodology used for calculating stop rates in this study (and for 2019 stops) differs from studies of stops in 2018 and earlier. While the new methodology provides more accurate stop rates, the changes make it difficult to compare results from the 2020 stops analysis to the analyses in years prior to 2019. (The 2020 stop statistics can be compared to 2019.) As explained in other sections of this report, more recent population data have been used for benchmarks for 2019 and 2020 stops than for studies of stops in 2018 and earlier.

These and other changes have improved the estimate of the benchmark populations and the accuracy of stop rates. Thus, any difference in rates between 2019 or 2020 stops reports and earlier stops reports (2018 and earlier) may be at least partly due to a change in methods rather than to a real change in stop rates. The new methods are intended to estimate the benchmark population more accurately. Another factor making it difficult to compare 2019-2020 stop rates to 2018 rates (and earlier) is that the 2019-2020 reports present rates, percentages and rate ratios separately for each of the six individual races—rather than with all minorities combined into one category, as used in the 2018 and earlier reports. Perusal of tables in Part II of this report will show the reader that the five minority races do have different stop rates. The statewide rates in Table 1, Panel 1, above, show a diversity of stop rates among the six races, and, also, among the five minority races.

Certain percentages will be comparable across years, because the percentages are based on stops data only, and percentages are calculated in the same manner as in previous years. However, to compare a percentage based on 2020 stops data to a percentage reported in a year prior to 2019, some additional calculations will be needed. This 2020 stops report and the 2019 stops report presents results for each racial group, whereas reports prior to 2019 combined five races into one group: all minorities. To calculate a percentage for 2020 stops of all minorities, the user will need to add together (across the five minority racial groups) all of the numerators and, separately, all of the denominators and then divide the numerator sum by the denominator sum, then multiply by 100% to get the all-minority percentages. As noted earlier, this report presents results for each racial group separately, since the minority groups do have differing rates, percentages and ratios in some jurisdictions.

V. Benchmarks

The number of stops for each racial group and each agency is compared to a "benchmark" in order to calculate the agency's stop rate for the racial group. The benchmark provides an

estimated population count of each of the six racial groups. These population counts are then compared to the traffic stop counts of each racial group to assess and compare the stop rates (stops per unit of population) of each racial group. See Appendix C of this report, Technical Notes on Benchmarks, for a detailed discussion of benchmarks and associated calculations, including important limitations.

The methods for calculating the benchmark for each agency for this report is the same as the methods used for the report on 2019 stops, which rely primarily on local population statistics for the associated cities or counties. However, the numeric values of the benchmarks for 2020 stops are generally different than those for 2019 stops because the underlying population statistics are updated annually. The primary source for population statistics in this report is the 2015-2019 5-year American Community Survey (ACS), provided by the U.S. Census Bureau. The 2015-2019 ACS data is the most recent release available. The 2019 stops report used the prior year's ACS release, 2014-2018.

VI. Selected Findings

This section of the report shows some tables and figures that present results on the agencies and their stops from the entire State of Illinois for 2020. Some results are contrasted with their corresponding 2019 values.

Coronavirus Disease 2019 (COVID-19)

The COVID-19 pandemic in the United States had a substantial impact on the number of stops made in 2020, as is apparent from multiple figures shown below. The first confirmed case of COVID-19 was detected in Illinois on January 23, 2020[1]. On March 16th and 17, 2020, the Illinois State government closed bars, restaurants, and schools[2] and ultimately executed a statewide state-at-home order starting March 21, 2020[3]. Due to the impact of COVID-19, some patterns observed this year may be one-time events and some year-to-year trends may be obscured.

Agency reporting status

[1] Ghinai I, McPherson TD, Hunter JC, et al. First known person-to-person transmission of severe acute respiratory syndrome coronavirus 2 (SARS-CoV-2) in the USA. *Lancet*. 2020;395(10230):1137-1144. doi:10.1016/S0140-6736(20)30607-3

[2] Chicago Tribune. Mar 13, 2020. *Governor cancels Illinois schools statewide until March 30 to slow the spread of coronavirus.*

[3] Chicago Channel 5 website. Published March 20, 2020. Updated on March 20, 2020 at 10:42 pm. *Illinois Governor Issues Stay-at-Home Order*. Accessed on June 1, 2021 at https://www.nbcchicago.com/news/local/illinois-governor-expected-to-issue-stay-at-home-order-sources/2241118/

Among the 1006 agencies that could submit stops data to IDOT, over 80% of the agencies had stops and provided complete stops data for 2020 to IDOT (Table 2, top numeric row). Only 17 agencies had no traffic stops (1.7%) and 16.5% of agencies collected stops data for less than a year ("incomplete") or had stops but did not submit any stops data ("Non-compliant").

Table 2. Agency status on reporting. Illinois, all agencies, Traffic stops, 2019 and 2020.

Status of Agency	2019		2020	
	Number of agencies	Percent of agencies	Number of agencies	Percent of agencies
Complete reporting[a]	796	79.4%	823	81.8%
Zero stops[b]	5	0.5%	17	1.7%
Incomplete[c]	82	8.2%	26	2.6%
Non-compliant[d]	119	11.9%	140	13.9%
All agencies combined	1002	100%	1006	100%

[a]Agency with one or more stops that were completely reported;
[b]Agency performed no stops over the year;
[c]Agency submitted some but not all of their stops for the year;
[d]Agency made stops, but no stops data was submitted.

Number of stops

The number of stops per agency was generally substantial. Hundreds of agencies (about 73%) had over a hundred stops during 2020 (Table 3).

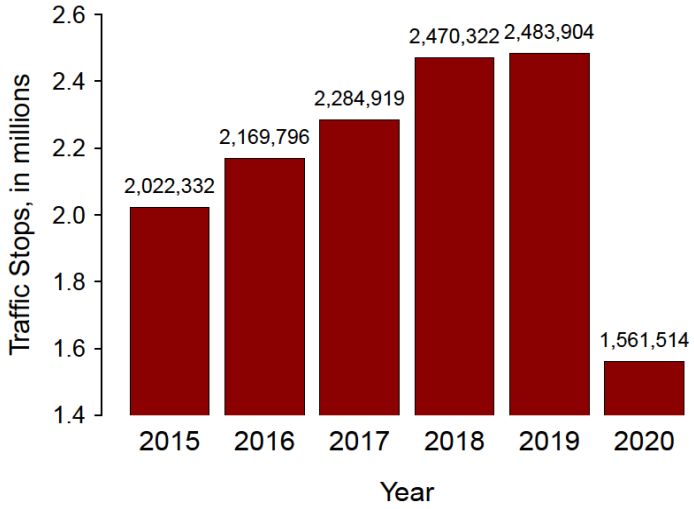
Table 3. Number of Traffic stops for agencies with at least one stop. Illinois, all agencies, Traffic stops, 2019 and 2020.

Number of stops	2019		2020	
	Number of agencies	Percent of agencies	Number of agencies	Percent of agencies
1-10	33	4.1%	65	7.9%
11-100	125	15.7%	155	18.8%
101-1,000	300	37.7%	346	42.0%
1,001-10,000	308	38.7%	248	30.1%
10,001-100,000	28	3.5%	7	0.9%
More than 100,000	2	0.3%	2	0.2%
All compliant agencies with ≥ 1 stop	796	100%	823	100%

Notes:
(1) Includes only agencies with at least one stop and complete reporting of their stops.
(2) Chicago Police: 598,332 traffic stops in 2019; 327,224 in 2020.

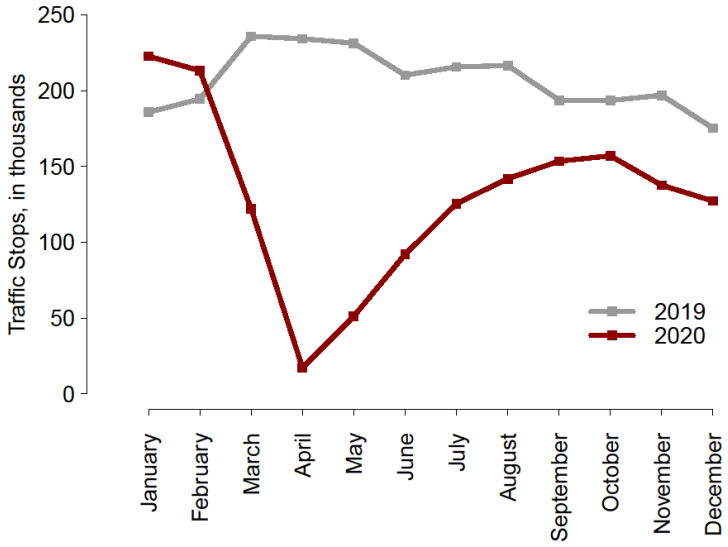
Stops that were reported with missing information about the race of the driver were excluded from this report, and were not considered "reported stops". In 2019 there were 183 such stops, and in 2020 there were 66 stops.
The number of reported stops per year has grown each year since 2015 (Figure 1a) until there was a sharp decrease in 2020. There was a 23% increase in the number of stops reported to IDOT from 2015 to 2019; in 2020, the number of reported stops decreased 37% from 2019.

Figure 1a. Illinois, number of traffic stops, 2015-2020.



The monthly pattern of stops reveals the impact of COVID-19 on the number of traffic stops (Figure 1b). In this respect, 2019 was a typical year with stops approximately equally distributed across the whole year, peaking in the spring. In January and February of 2020, there were more stops than during the same period in 2019, suggesting that the growing trend was continuing into 2020. However, as the COVID-19 pandemic developed during the first quarter of 2020 in the Unites States, the number of stops decreased substantially. The number of stops in April 2020 was 93% lower than in April 2019. The number of stops increased in each subsequent month through October 2020, but was always lower than in the same month of 2019.

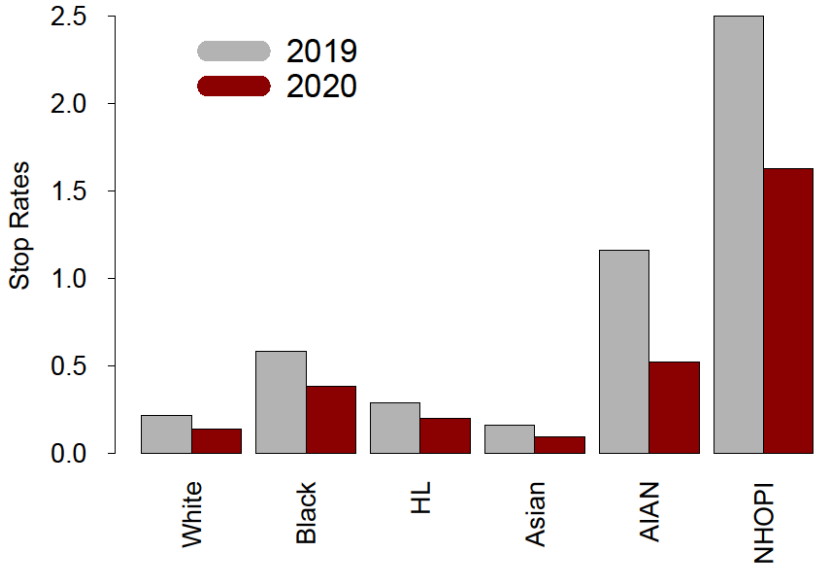
Figure 1b. Illinois, number of Traffic stops per month, 2019 (gray line) and 2020 (dark red line).



Stop rates

The statewide stop rates are diverse among the six racial groups (Figure 2). Of interest, the two smallest minority groups (American Indian or Alaska Native, Native Hawaiian or Other Pacific Islander) had the highest stop rates. This is, potentially, an anomaly due to a mismatch between the stop-identified race of individuals and the self-identified race reported in the U.S. census survey data used for benchmarks in this study. In 2020 the stop rate for each race was lower than in 2019, presumably reflecting the global reduction in driving and mobility during the pandemic.

Figure 2. Stop rates for each racial group, 2019 (gray bars) and 2020 (dark red bars). Illinois, Traffic stops, 2019 and 2020.



Abbreviations for racial groups: Black = "Black or African American", HL = "Hispanic or Latino", AIAN = "American Indian or Alaska Native", NHOPI = "Native Hawaiian or Other Pacific Islander".

Distribution of stop rate ratios

Table 4 shows the numbers of comparisons of stops rates of a minority racial group and Whites carried out in the traffic stops study. Any comparison yields a rate ratio — the minority stop rate divided by the White stop rate. Each agency might contribute up to five such comparisons (five minority groups, each compared to Whites on their stop rates). For this analysis there were fewer than five comparisons when White drivers had zero stops or when a benchmark population value was zero for either a minority racial group or Whites, thus making some comparison rate ratios numerically undefined.

The first column under "A" in Table 4 illustrates all comparisons: each minority/White rate ratio from each agency has been compiled across all agencies. Table 4 then categorizes the rate ratios by their magnitude, and shows the percentage distribution across categories. The columns under "B" restricts the comparisons to those based on at least 50 White stops and 50 stops of the minority group compared. The 50 stops would provide a more precise rate ratio than a smaller number of stops.

We note a drastic reduction — nearly 5-fold from Panel A to Panel B — in the total number of rate ratios, from 3,837 (all comparisons) down to 814 (more precise comparisons). From the more precise comparisons (Panel B) we estimate that in roughly 70% of all rate ratios, minority drivers are stopped at a higher rate than White drivers (rate ratio > 1). The overall distribution of rate ratios seems roughly similar from 2019 into 2020. The 95% confidence intervals provided in the tables of Part II should be used as a guide to the precision of rates, percentages and rate ratios when interpreting the numeric results for a specific agency.

Table 4. Distribution of stop rate ratios.(Each non-White racial group compared to Whites for an agency). Illinois, Traffic stops, 2019 and 2020.

	A. All agencies and racial groups*		B. Agencies and racial groups with at least 50 stops**	
Rate ratios	2019	2020	2019	2020
<1.0	51.9%	53.8%	30.6%	27.4%
1.0 to <2.0	16.4%	14.6%	29.7%	26.8%
2.0 to <3.0	7.9%	7.7%	13.9%	14.9%
3.0 to <4.0	4.7%	4.3%	7.1%	8.0%
4.0 to <5.0	3.4%	2.9%	4.3%	5.9%
5.0 or larger	15.8%	16.6%	14.4%	17.1%

All ratios***	100%	100%	100%	100%

*All comparisons of Whites and a racial group for all agencies. Excludes ratios from agencies with zero stops of White drivers or a benchmark population value of zero for either a minority racial group or Whites.
**All comparisons of Whites and a racial group for all agencies; all comparisons must have at least 50 stops of Whites and 50 stops of the compared racial group. Excludes undefined rate ratios, or where either Whites or the compared racial group have less than 50 stops.
***The number of ratios that were included in the analysis in columns A and B respectively, were 3,728 and 940 in 2019; 3,837 and 814 in 2020. Each ratio involves a comparison of one non-White racial group vs. Whites for one agency.

Reason for Stop

The reason for each stop is summarized in Figure 3a. The percentage of stops for each reason varied substantially by racial group (Figure 3b).

Figure 3a. Percentage of stops by reason for stop. Illinois, Traffic stops, 2020.

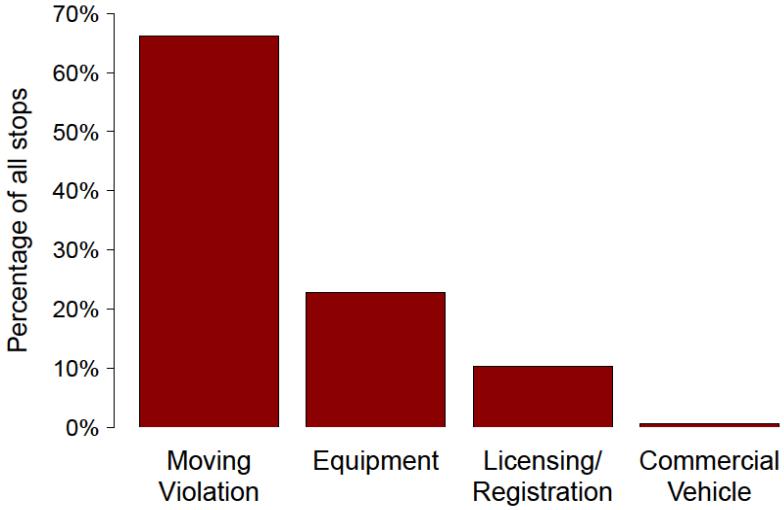
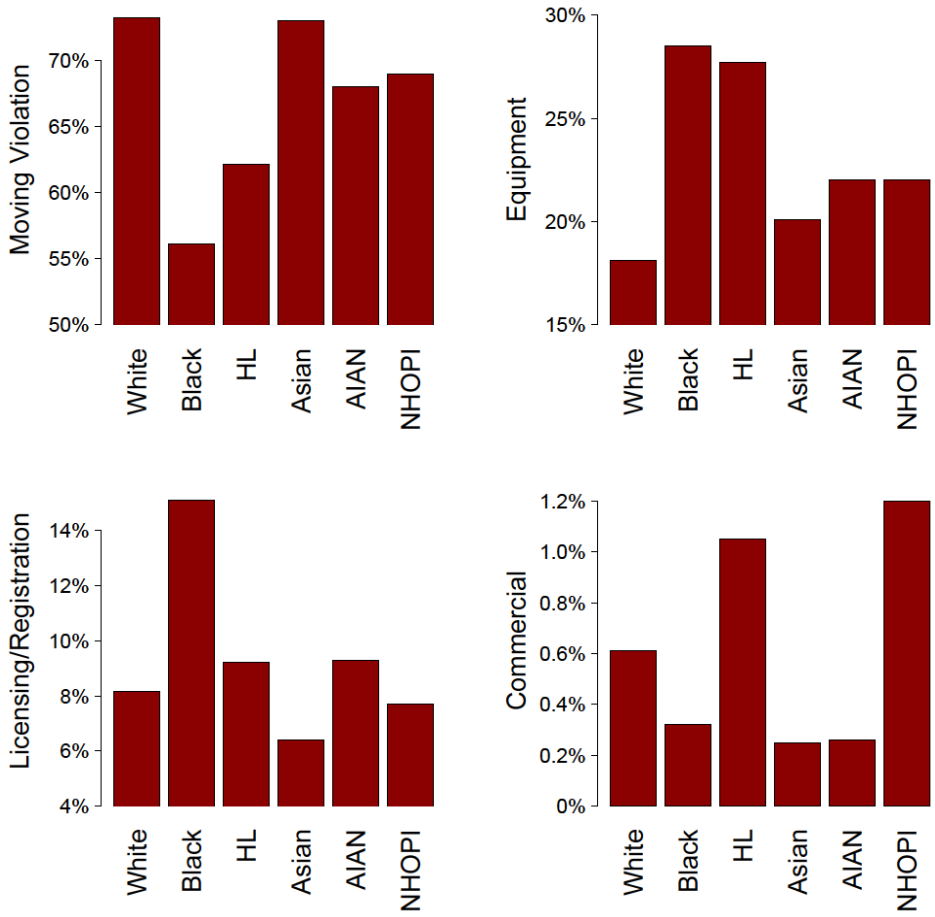


Figure 3b. Percentage of stops for the noted reason, by race. The percentages for each race sum to 100%. Illinois, Traffic stops, 2020.

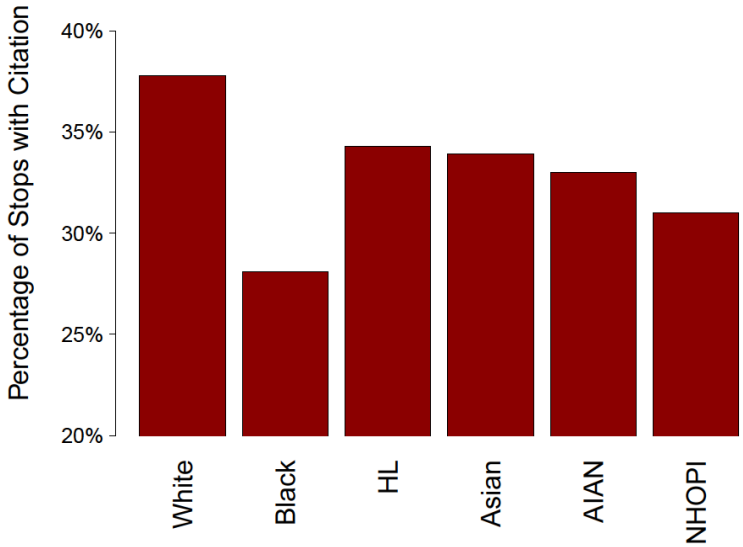


Abbreviations for racial groups: Black = "Black or African American", HL = "Hispanic or Latino", AIAN = "American Indian or Alaska Native", NHOPI = "Native Hawaiian or Other Pacific Islander".

Outcome of Stop: Citation

Similar to the results in Figure 3, the six racial groups have diverse percentages receiving a citation as the outcome of the stop (Figure 4).

Figure 4. Percentage of stops with a citation, by race. Illinois, Traffic stops, 2020.

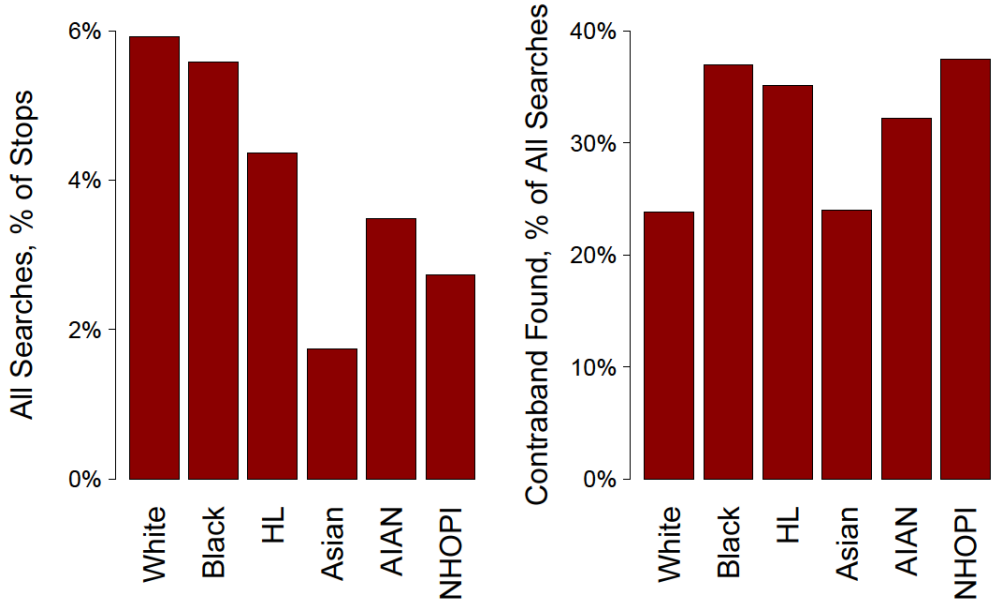


Abbreviations for racial groups: Black = “Black or African American”, HL = “Hispanic or Latino”, AIAN = “American Indian or Alaska Native”, NHOPI = “Native Hawaiian or Other Pacific Islander”.

Searches

Figure 5 shows that the vehicle search rate was moderately low for all of the racial groups (approximately 2-6% of stops, left panel), but, given a vehicle search, the contraband yield was not low (24-38% of searches, right panel). As noted for other figures, there is variation among the races' percentages in both panels.

Figure 5. Percentage of stops with vehicle searches; percentages of vehicle searches with Contraband Found, by race. Illinois, Traffic stops, 2020.



Abbreviations for racial groups: Black = "Black or African American", HL = "Hispanic or Latino", AIAN = "American Indian or Alaska Native", NHOPI = "Native Hawaiian or Other Pacific Islander".

Dog Sniffs

While there were thousands of dog sniffs performed statewide (4,299 in 2020), it was still relatively rare. Only one in 363 stops in 2020 had a dog sniff. Not all agencies conduct dog sniffs, because the trained dogs are not available in each agency. While the frequency of dog sniffs is low statewide (0.12%-0.38% of stops across the six racial groups), the finding of contraband following a vehicle search after a dog sniff is substantial (37-100% of vehicle searches across the six racial groups).

Table 5. Number and percentage of stops with a dog sniff; number and percentage of dog sniffs with contraband found. Illinois, Traffic stops, 2020.

Racial Group	Stops with Dog Sniff		Contraband Found	
	Number	Percentage of stops	Number	Percentage of vehicle searches*
White	2,546	0.33%	1,345	64%
Black or African American	1,183	0.26%	628	65%
Hispanic or Latino	485	0.18%	149	41%
Asian	59	0.13%	18	37%
American Indian or Alaska Native	22	0.38%	7	39%
Native Hawaiian or Other Pacific Islander	4	0.12%	2	100%
All groups combined	4,299	0.28%	2,149	61.0%

*The vehicle search occurred after a dog sniff.

VII. Some General Comments

A considerable number of agencies have a relatively small number of stops of one or more of the racial groups. The limited stop counts yield a wide 95% confidence interval, which means high uncertainty in the corresponding rate, percentage or ratio. The uncertainty from potential benchmark issues (discussed earlier) or race classification issues (also discussed earlier) add to the uncertainty implied by the confidence intervals. Any investigation of racial profiling that is initiated based on this report should consider all of the sources of uncertainty.

In Part II of this report (agency tables) each agency has ratios of rates or ratios of percentages. Some of them are bolded as a "statistical deviation." The bolded ratios and their meaning and

interpretation are topics covered elsewhere in this report. In addition to whether or not a ratio is bolded, the absolute magnitude of the ratio should be considered when interpreting the results, as discussed earlier.

If a ratio is not bolded, it usually does not prove that there is no racial profiling in the agency. It is worth looking at the upper and lower bound of the 95% confidence interval to see what the uncertainty is. That interval quantifies the uncertainty and shows the largest ratio and the smallest ratio that are reasonably plausible, given the data.

For example**,** consider a ratio of ***1.0*** for a specific minority percentage of stops with a search, compared to the corresponding White percentage of stops with a search — in a particular agency. The ratio of 1.0 indicates that the percentage of stops with a search was the same for both the Whites and for the specific minority group. However, the counts of searches are very small in this example, and the 95% confidence interval for the ratio is ***0.025*** up to ***5.8***. (This is very similar to an actual agency result.) That is, it is plausible that the true search percentage of the minority group is anywhere from one-fortieth of the White percentage up to almost six times the White percentage.

Clearly, in a case like the one described above, we do not know enough about the ratio to draw any conclusion except that we are uncertain. Thus, a confidence interval for a ratio that includes 1.0 and is very wide (encompassing values well above the calculated ratio and also well below the ratio) usually means that presence or absence of potential racial profiling cannot be determined from the data in hand.

Lastly, while there is a considerable focus on the stop rate ratios reported in Panel 1 of the tables in Part II of this report (detailed tables), the other panels provide valuable complementary information on the outcomes of stops and how the outcome statistics compare between racial groups. As noted earlier, the stop outcome results are compared among individuals that were stopped and do not rely on any external population benchmark. This avoids some limitations of benchmarks. Ultimately, stop results for an agency should be interpreted holistically, considering all panels together; different panels may suggest different interpretations when viewed individually.

VIII. Looking Ahead

TMWL is continuing to review the current statistical methodology and consider refinements and improvements. This section describes two major additions and improvements that will be investigated and potentially used in future stop reports. One method relates to the reporting of stop rates of individual officers (an investigation noted in the Illinois statute establishing the stops study). A second method potentially changes how the benchmark populations will be generated.

Future directions in stop rates.

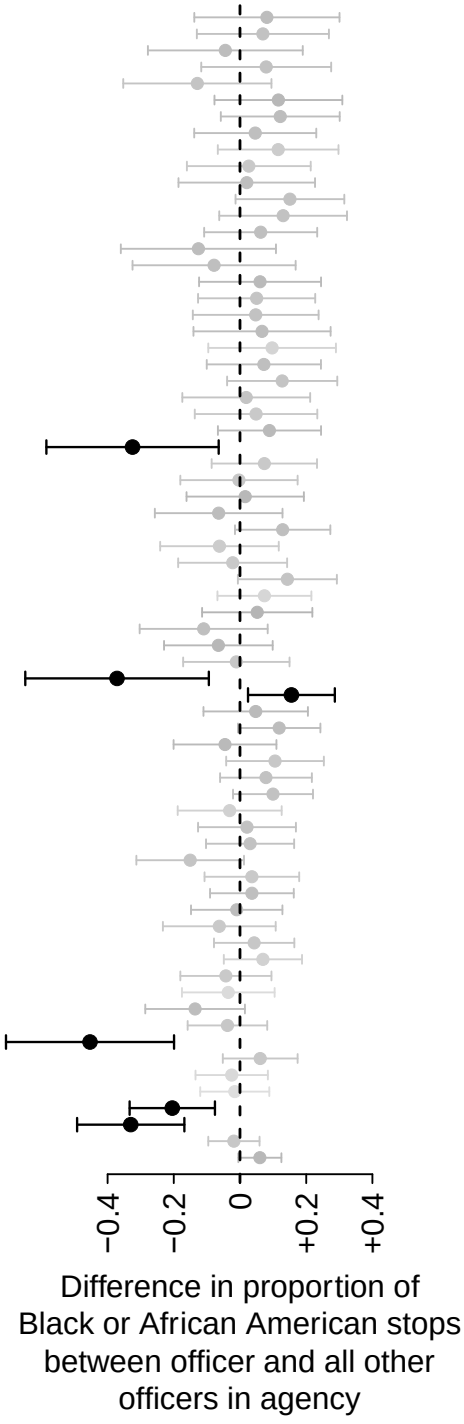
The Illinois statute establishing the profiling study mandates a study evaluating individual officers for presence or absence of racial profiling in stops. This section describes a possible approach to that legally mandated endeavor. At the outset it is important to state that—given some of the statistical uncertainties in this work—it seems inappropriate to ever publicly name an individual officer as practicing racial profiling in their stops. Part of this study endeavor will need to be focused on finding a legally and socially acceptable way to use the study findings to the benefit of public safety and racial equity and with due regard to privacy.

In future stops reports we will examine the proportion of stops of Black, Hispanic or Latino, Asian, American Indian or Alaska Native, Native Hawaiian or Other Pacific Islander drivers versus White drivers for each officer in comparison to the same proportion calculated for all other officers (combined) in the same agency. For each officer and for each of the five minority groups, we can calculate the proportion of minority driver stops by the officer as a fraction of the total number of stops by the officer—including stops of the specified minority drivers and the White drivers combined. For all other officers in the same agency, we can calculate the proportion of minority driver stops (for the same specified minority group) as a fraction of the stops of the specified minority drivers and White drivers pooling all of the stops of the other officers. We will compare each officer to all other officers in the same agency by calculating a difference of these proportions. For each difference of proportions, we will calculate a 95% confidence interval (a margin of error) to determine if the comparison stands out beyond sampling variation of stops—with the year's stops representing a sample of all potential traffic stops. The 95% confidence interval for the difference of proportions will provide a range of values likely to include the true minority stop proportion difference for the particular officer compared to all other officers. A difference of 0 (zero) will indicate that the stop proportion of a specific officer for a specific minority group is equal to the corresponding stop proportion of other officers in the same agency. A comparison of a particular officer to the other officers—and where the 95% confidence interval for the difference lies above 0 (zero)—might be designated as a statistical aberration and may serve as the basis for further consideration of potential racial disparity by an officer relative to other officers in the same agency.

Figure 6 shows the Rockford Agency results for illustration of officer comparisons of Black traffic stops in 2020. The overall stop rates of Black and White drivers by the Rockford Agency in 2020 are 0.106 and 0.043, respectively. This figure includes the 70 officers and 20 ZIP codes of drivers' residences with the highest numbers of combined Black and White stops for the Rockford Agency. The figure shows that there are five officers with a significantly lower proportion of Black driver stops than other officers in the Rockford Agency. The figure also shows one officer with a significantly higher proportion of Black stops than other officers in the Rockford Agency.

The study statistical team will continue its exploration of this methodology and—to mention again—work with IDOT and the agencies to determine what information should be shared and how it should be shared with the agencies and the public.

Figure 6. Rockford Agency comparison of Black or African American traffic stops in 2020 for each officer to all other officers in the agency including the 70 officers and 20 ZIP codes of drivers with the highest numbers of combined Black or African American and White stops. Each row represents one officer. Officer results that overlap zero are shown in gray; results that exclude zero are shown in black.



Future directions in Benchmarks

While the general benchmarking approach used in this report (2020) is the same as used in the 2019 stops report, as described in detail in Appendix C of this report, work is being done to update the approach that will be employed in next year's report on 2021 stops. An overview of the planned changes is summarized here.

One limitation of the current benchmark approach is that it is based on population statistics calculated at the level of the associated city or county while some drivers who live outside the city or county may be stopped when they travel through the area. One example is shown in Figure 7 for Rockford, a city in the southeastern corner of Winnebago County. While most stops were of drivers who lived within Rockford, a notable number of stops were of drivers who lived close to Rockford but outside of the city or even outside of Winnebago County, in particular in neighboring Boone County to the east and Rock County, Wisconsin to the north. This pattern of stops of drivers who live outside the area can be even more pronounced for agencies in denser areas like Cook County.

The new approach will involve calculating population statistics at the ZIP-code level and including ZIP codes in the benchmark based on their distance from the center of the city, as illustrated by the concentric circles in Figure 7. In this way, the populations included in the benchmark will not be limited by city, county or even state boundaries. Furthermore, ZIP codes closer to the center of the city will be given more "weight" in the benchmark than ZIP codes farther from the city to reflect the fact that drivers who live closer to or within the city are, on average, more likely to be driving within the city and potentially be stopped by the city law enforcement agency.

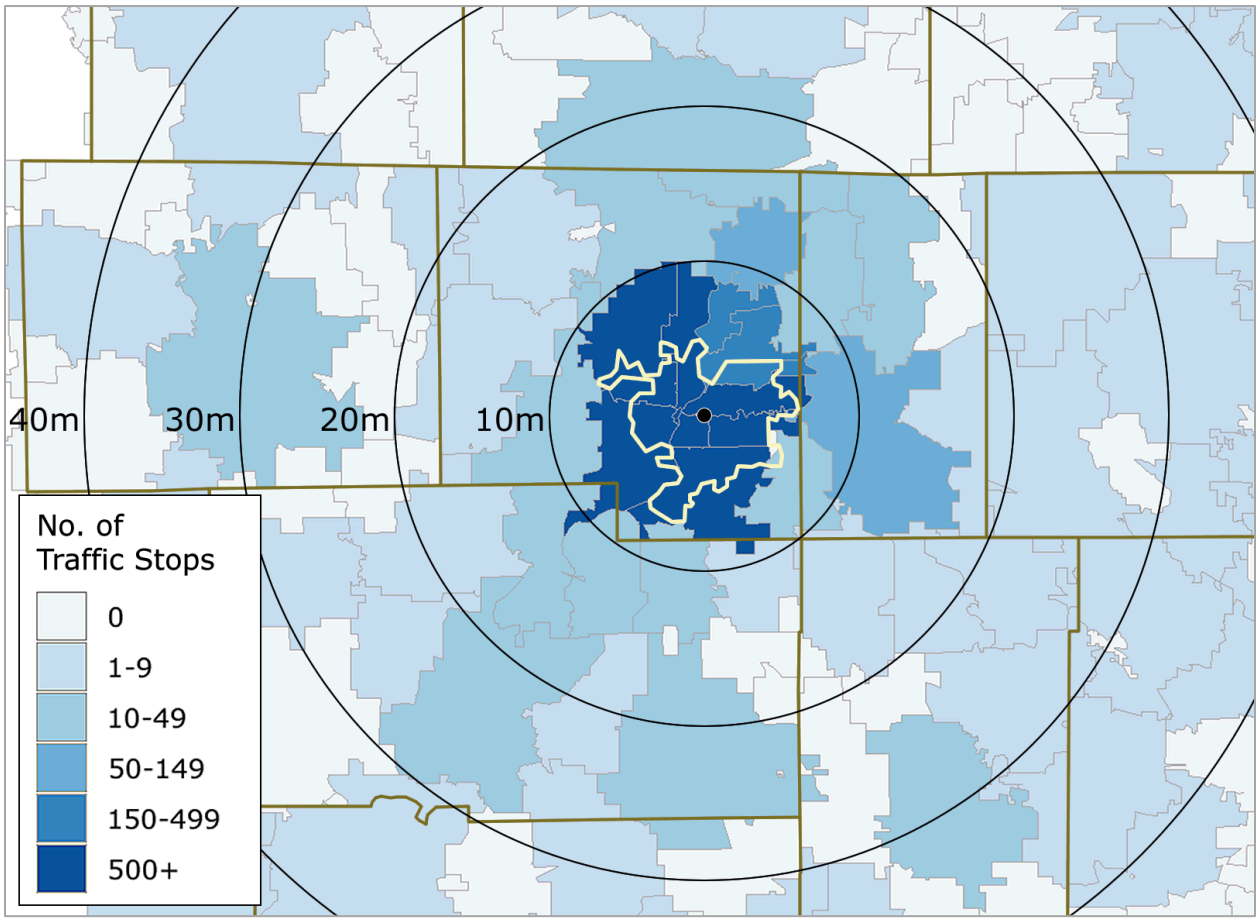
The weight of a ZIP code refers to the proportion of the driving population that will be counted within the benchmark. For example, 100% of the driving population within ZIP codes that are within the city associated with the benchmark would be counted, or given full weight in the benchmark. By contrast, less weight will be given to ZIP codes farther away from the center, meaning that a smaller percentage of their total driving population will be added to the benchmark. This reflects the fact that not all of those drivers who live farther away will travel within the jurisdiction of the agency corresponding to the benchmark during the year and are thus not at risk of being stopped in that jurisdiction. As illustrated in Figure 7, some drivers who lived >40 miles from Rockford were stopped, though most stops were of drivers who lived within 10 miles of the center of Rockford. The specific approach for choosing the weight of each ZIP code as a function of distance is currently under development. The "decay" rate, or rate that the weight decreases with increasing distance from the city center, may be chosen to depend on the population density or other objective factors. For example, more urban areas and more rural areas may have different effective driving radii for their benchmark calculations.

After implementing of this new approach, benchmarks will no longer be limited by city or county boundaries and will be based on a more natural driving radius. As already mentioned,

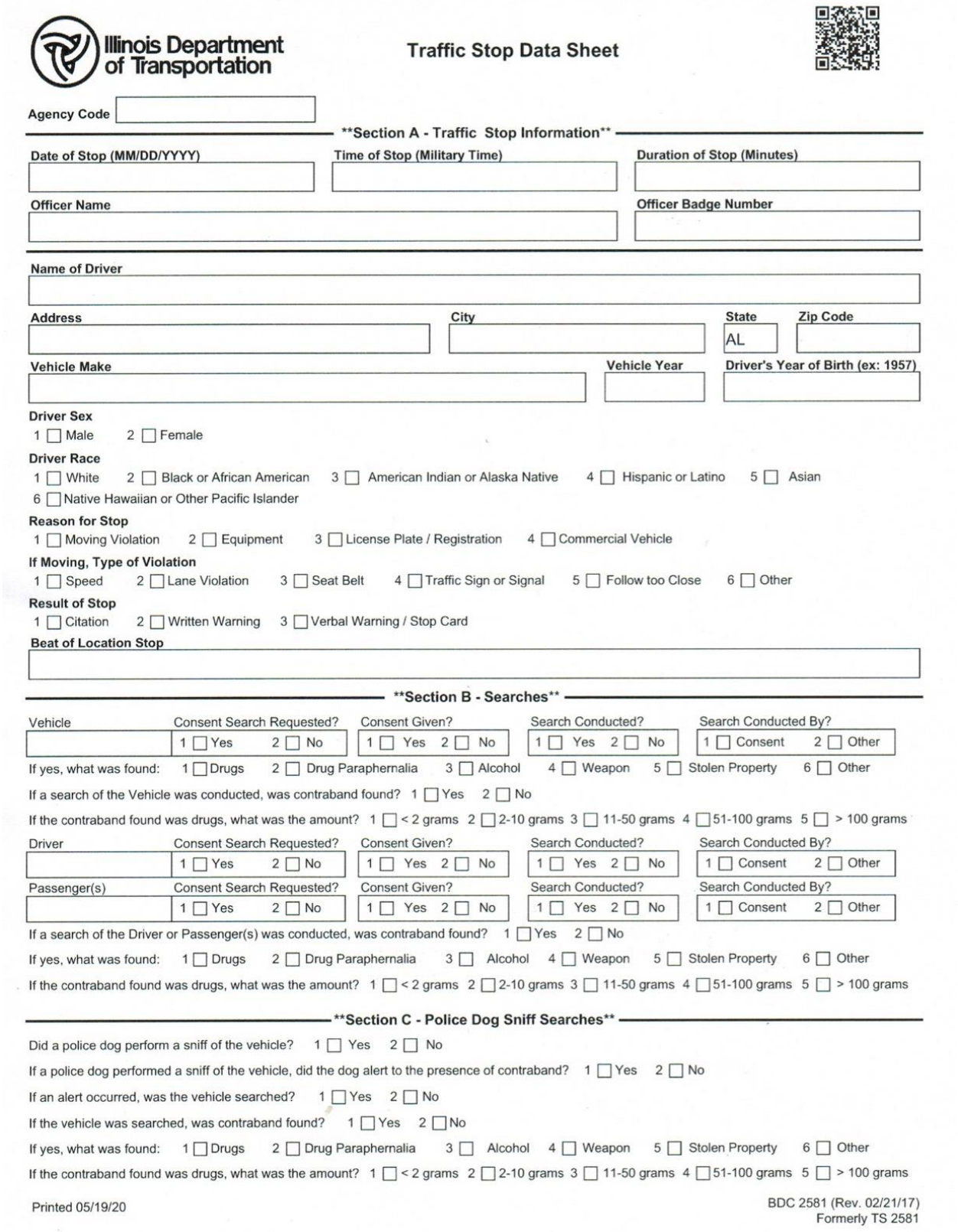
these updates will be implemented starting with next year's report of 2021 stops. This year's report of 2020 stops still uses the same approach as the 2019 stops report, utilizing city- and county-level population statistics.

Figure 7. Number of traffic stops made by the Rockford Police Department in 2020 grouped by the ZIP code of the driver's address.

This figure is best appreciated when viewed in color. Rockford, Illinois was selected as one example, purely for illustrative purposes of how traffic stop benchmark calculations may be updated in future reports to address some limitations. The City of Rockford is indicated in the center by the solid black point and surrounding light yellow outline of the city boundary. The light brown, largely straight lines indicate the county boundaries while the light gray, more irregular contours indicate ZIP code boundaries. The number of stops of drivers who live within each ZIP code is shown in blue, with darker shades indicating more stops (see the key in the lower left). The county at the center which contains Rockford is Winnebago County and the counties to the immediate west, south and east are Stephenson, Ogle, and Boone Counties, respectively. The county to the north is Rock County, Wisconsin. The black concentric circles are centered at the black point and have increasing radii in 10-mile increments. These will be used to construct a benchmark from ZIP-code-level population statistics based directly on the distance from the center of Rockford rather than being based on the total city or county population. See the text for more details.



Appendix A. Traffic Stop Data Collection Form in use during 2020



Illinois Department of Transportation

Traffic Stop Data Sheet

Agency Code

****Section A - Traffic Stop Information****

Date of Stop (MM/DD/YYYY) | Time of Stop (Military Time) | Duration of Stop (Minutes)

Officer Name | Officer Badge Number

Name of Driver

Address | City | State (AL) | Zip Code

Vehicle Make | Vehicle Year | Driver's Year of Birth (ex: 1957)

Driver Sex
1 ☐ Male 2 ☐ Female

Driver Race
1 ☐ White 2 ☐ Black or African American 3 ☐ American Indian or Alaska Native 4 ☐ Hispanic or Latino 5 ☐ Asian
6 ☐ Native Hawaiian or Other Pacific Islander

Reason for Stop
1 ☐ Moving Violation 2 ☐ Equipment 3 ☐ License Plate / Registration 4 ☐ Commercial Vehicle

If Moving, Type of Violation
1 ☐ Speed 2 ☐ Lane Violation 3 ☐ Seat Belt 4 ☐ Traffic Sign or Signal 5 ☐ Follow too Close 6 ☐ Other

Result of Stop
1 ☐ Citation 2 ☐ Written Warning 3 ☐ Verbal Warning / Stop Card

Beat of Location Stop

****Section B - Searches****

	Consent Search Requested?	Consent Given?	Search Conducted?	Search Conducted By?
Vehicle	1 ☐ Yes 2 ☐ No	1 ☐ Yes 2 ☐ No	1 ☐ Yes 2 ☐ No	1 ☐ Consent 2 ☐ Other
Driver	1 ☐ Yes 2 ☐ No	1 ☐ Yes 2 ☐ No	1 ☐ Yes 2 ☐ No	1 ☐ Consent 2 ☐ Other
Passenger(s)	1 ☐ Yes 2 ☐ No	1 ☐ Yes 2 ☐ No	1 ☐ Yes 2 ☐ No	1 ☐ Consent 2 ☐ Other

If yes, what was found: 1 ☐ Drugs 2 ☐ Drug Paraphernalia 3 ☐ Alcohol 4 ☐ Weapon 5 ☐ Stolen Property 6 ☐ Other

If a search of the Vehicle was conducted, was contraband found? 1 ☐ Yes 2 ☐ No

If the contraband found was drugs, what was the amount? 1 ☐ < 2 grams 2 ☐ 2-10 grams 3 ☐ 11-50 grams 4 ☐ 51-100 grams 5 ☐ > 100 grams

If a search of the Driver or Passenger(s) was conducted, was contraband found? 1 ☐ Yes 2 ☐ No

If yes, what was found: 1 ☐ Drugs 2 ☐ Drug Paraphernalia 3 ☐ Alcohol 4 ☐ Weapon 5 ☐ Stolen Property 6 ☐ Other

If the contraband found was drugs, what was the amount? 1 ☐ < 2 grams 2 ☐ 2-10 grams 3 ☐ 11-50 grams 4 ☐ 51-100 grams 5 ☐ > 100 grams

****Section C - Police Dog Sniff Searches****

Did a police dog perform a sniff of the vehicle? 1 ☐ Yes 2 ☐ No

If a police dog performed a sniff of the vehicle, did the dog alert to the presence of contraband? 1 ☐ Yes 2 ☐ No

If an alert occurred, was the vehicle searched? 1 ☐ Yes 2 ☐ No

If the vehicle was searched, was contraband found? 1 ☐ Yes 2 ☐ No

If yes, what was found: 1 ☐ Drugs 2 ☐ Drug Paraphernalia 3 ☐ Alcohol 4 ☐ Weapon 5 ☐ Stolen Property 6 ☐ Other

If the contraband found was drugs, what was the amount? 1 ☐ < 2 grams 2 ☐ 2-10 grams 3 ☐ 11-50 grams 4 ☐ 51-100 grams 5 ☐ > 100 grams

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Appendix B. Technical Notes on Rates, Percentages and Ratios

B.1. Overview

This technical appendix includes a detailed explanation of the rate, post-stop outcomes, and ratio calculations used in constructing the statewide and agency tables that appear in Part II of this report. We explain how comparisons of each minority group to White drivers or pedestrians are carried out. We also explain how the confidence interval is calculated based on known sources of uncertainty in the data.[4] Further, this section describes how an agency may be designated (by a bold font in the tables) as potentially standing out beyond an assumption of no racial profiling. An agency that is designated as standing out might use this report as a basis for further inquiry. As stated elsewhere and repeated here, there is nothing in this report that proves an agency is practicing racial profiling. We provide some limitations for interpreting the findings based on the available data and methods.

B.2. Stop rates, post-stop outcomes, and ratio calculations

We performed all calculations for the entire state of Illinois and for each agency.

B.2.1 Stop rates and rate ratios

We calculated stop rates separately for each racial group by dividing the number of stops in the racial group by the benchmark estimate of the driving population in the racial group. A description of the methods used to estimate the benchmark populations is included in Appendix C.

We assumed the number of stops followed a Poisson distribution, used in previous examination of racial disparities in traffic stops (Gelman et al. 2007, Ridgeway 2007) and calculated 95% confidence intervals for the rates using exact methods (Garwood 1936). When the benchmark estimate of the population was zero, no rate or confidence interval could be calculated. A benchmark population of zero for a specific minority group happens when the census population estimate for the minority is zero.

We compared each minority group to White drivers or pedestrians using the ratio of the minority group stop rate to the White group stop rate. We calculated a 95% confidence interval for each rate ratio by conditioning on the sum of the numbers of stops in the two racial groups being compared. Assuming the number of stops in each group followed a Poisson distribution, conditioning on the sum of the number of stops creates a binomial variable and an exact confidence was calculated using binomial methods (Lehmann and Romano 2005). If it was impossible to calculate a rate because of a zero benchmark, or if the

[4] The estimated benchmark population is an example of a component of the methodology that has uncertainty that could not be quantified for this study.

number of stops in the White group was zero, no rate ratio or confidence interval was reported.

A rate ratio of 1.0 indicates the minority group and White drivers or pedestrians had equal rates of stops. If the 95% confidence interval lies entirely above 1.0, the rate ratio is statistically significantly greater than 1.0 and may require agency inquiry. These statistically significant rate ratios are bolded in the summary tables. These bolded ratios are statistical deviations and the basis for further consideration of potential racial disparities. Comparisons of minority groups to White drivers or pedestrians where the 95% confidence lies below 1.0 (one) are not bolded because the intent of this study is to identify potential racial profiling that discriminates against minority drivers or pedestrians.

For all calculations, we assumed the benchmark accurately captured the population of drivers or pedestrians. The benchmark used to calculate each rate is itself an estimate of the population of drivers or pedestrians for a racial group. Confidence intervals of rates and rate ratios assumed only sampling error and thus do not account for this additional source of error in benchmark estimates. Accounting for benchmark error would increase the width of the confidence intervals reported for rates and rate ratios and would likely reduce the number of agencies that appear to stand out as needing further inquiry.

B. 2.2 Post-stop outcomes

We calculated post-stop outcome percentages separately for each racial group. Table B1 shows the type of numerator and denominator used to calculate each percentage shown in the traffic tables.

Table B1. Numerators and denominators for traffic stop outcomes

Category	Outcome	Numerator	Denominator
Reasons for Stop			
	Moving Violation	Number of moving violation stops	Number of stops
	Equipment	Number of equipment stops	Number of stops
	Licensing/Registration	Number of licensing/registration stops	Number of stops
	Commercial Vehicle	Number of commercial vehicle stops	Number of stops
Outcomes of Stop			
	Verbal Warning	Number of verbal warnings	Number of stops
	Written Warning	Number of written warnings	Number of stops
	Citation	Number of citations	Number of stops
Vehicle Searches			
	Consent Search	Number of consent searches	Number of stops
	All Searches	Number of searches	Number of stops
	Contraband Found	Number of searches where contraband was found	Number of searches
Driver or Passenger Searches			
	Consent Search	Number of stops with a consent search*	Number of stops
	All Searches	Number of stops with a driver or passenger search*	Number of stops
	Contraband Found	Number of stops with a driver or passenger search where contraband was found*	Number of stops with a driver or passenger search*
Dog Sniff Searches			
	Dog Sniff	Number of dog sniffs	Number of stops
	Dog Alert after Dog Sniff	Number of dog alerts	Number of dog sniffs
	Vehicle Search after Dog Sniff	Number of vehicle searches after a dog sniff	Number of dog sniffs
	Contraband Found after Vehicle Search	Number of vehicle searches after a dog sniff, where contraband was found	Number of vehicle searches following a dog sniff

* Although a stop may result in the search of more than one individual (e.g., both the driver and a passenger are searched), multiple individuals searched (from one vehicle) are counted here as one stop with a driver or passenger search.

We assumed that percentages follow a binomial distribution and can be approximated by a Poisson distribution (Serfling 1978), and we calculated confidence intervals for the rates using exact methods (Garwood 1936). When the denominator of the percentage was zero (for example, an agency had a benchmark of zero for a specific racial group), no percentage or confidence interval could be calculated.

For selected outcomes we compared each minority group to White drivers, using the ratio of the minority group percentage to the White group percentage. We calculated a 95% confidence interval for each ratio using exact methods (Lehmann and Romano 2005). If it was impossible to calculate a percentage because of a zero denominator, or if the numerator of the White group percentage was zero, no ratio or confidence interval was reported.

B.3 Durations

We calculated the median durations of stops separately for each racial group. The median represents the value such that about half of stops have a shorter duration than the median and half of stops have a longer duration than the median.

B.4 Limitations

For all calculations, we assumed that the driver or pedestrian was assigned to the correct racial group. However, an officer's assessment of the race of a driver may be in error. Because police officers made the racial group assignment, there is a potential misclassification bias of drivers or pedestrians. If misclassification resulted in a minority driver or pedestrian frequently being categorized in a different minority group, the stop rates of some minority groups may be underestimated, while others are overestimated. Consequently, the rate ratios of some minority groups may be underestimated, while others are overestimated. This is a limitation that would be difficult to correct based on the available information.

Some of the alerts to rate ratios (**bolded font** in the tables) may be "false positives." This can happen as follows. Within the statewide or individual agency tables for traffic and pedestrian stops, we calculated five minority group comparisons with the White group. There were five of these comparisons for each ratio analysis. For example, there are five ratios comparing the stop rate for each of the five minorities to the stop rate for Whites[5]. Thus, we constructed five 95% confidence intervals — one each for the five stop-rate ratios. That is, each agency was checked for profiling in each of five minority groups. For each minority comparison with White drivers or pedestrians there was the potential to make a type I error. That is, we may have, by chance, incorrectly indicated the potential need for inquiry for profiling. While we set a 5% type I error rate for each minority comparison, the multiple comparisons inflate the possibility of making such an error overall to more than 5%. We chose not to correct for these multiple comparisons, viewing each minority comparison to Whites as an independent examination of profiling.

[5] There may be fewer than five ratios depending on the occurrence of zero stops for Whites or zero benchmark for a minority. These are cases where a ratio cannot be calculated.

References (for Appendix B)

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Appendix C. Technical Notes on Benchmarks

C.1. Overview

In the analysis to detect racial profiling, the number of stops by each agency of each racial group is compared to a "benchmark" population of the racial group. The rate of stops per benchmark population for the racial group can be compared to the same rate for Whites. The benchmark provides an expected racial distribution of the population and would be an expected percentage racial distribution of the stops if the stops were conducted in a uniform way, blind to the race of the driver. That is, the stop rates calculated using an ideal benchmark would be approximately constant across all racial groups if there were no profiling.

Similar to past years, the benchmark for each agency is based on local population statistics of each racial group in associated cities or counties. However, starting the report for 2019 stops, there are a number of important changes compared to the reports of 2004-2018 stops, as described in the sections below and summarized in Section C.7. While this methodology has some limitations (described further in Section C.8.), it provides a transparent, standardized approach to developing benchmarks for the nearly 1,000 law enforcement agencies in Illinois.

C.2. Data Sources

Multiple data sources were combined to calculate benchmarks, including multiple datasets provided by the American Community Survey (ACS) and a dataset from the office of the Illinois Secretary of State.

C.2.1. American Community Survey (ACS)

The ACS is an ongoing survey conducted by the U.S. Census Bureau that collects information on the U.S. population in all 50 states, the District of Columbia and Puerto Rico[6]. The information collected is similar to that collected by the U.S. decennial census, but the ACS results are released on an annual basis rather than every 10 years. Another difference between the ACS and census is that the ACS is based on a random sample of about 3.5 million individuals while the census attempts to reach every person living in the U.S. and its territories.

Besides the 1-year (1Y) ACS releases, there are also 5-year (5Y) releases. These 5Y releases combine 5 consecutive years, primarily to increase the sample size of relatively small areas or groups of individuals. It would be challenging to estimate the population of small communities reliably with only one survey-year of data. In addition to standard tabulations, the ACS also provides individual level data, referred to as the public use microdata sample (PUMS). The PUMS data allows more detailed and complex analyses involving multiple

[6] https://www.census.gov/programs-surveys/acs. Last accessed 5/25/21.

variables. Due to privacy concerns, there are restrictions on the level of geographic identification provided with each type of release of ACS data.

For this report, five years of ACS releases were used, all corresponding to 2019 as the most recent year of data available. The first was the 2019 1Y PUMS[7], which was used to estimate the age distribution of the entire population of Illinois in 2018. The second release used was the 2015-2019 5Y PUMS[8], which was used to estimate the state-level age distribution for each racial group. The 5Y release was used instead of the 1Y release to achieve a larger sample size for those racial groups which had fewer individuals in Illinois. The third release used was the 2015-2019 5Y detailed table of race and ethnicity for each Illinois county[9]. This table provided an estimate population count of each ACS racial group and ethnicity combination, separately for each Illinois county. The PUMS dataset could not be used for this purpose because — due to privacy concerns — geographic localization in the PUMS is limited to public use microdata areas (PUMAs) which have a minimum of 100,000 individuals, greater than most counties in Illinois. The fourth release used was the 2015-2019 5Y detailed table of race and ethnicity by Illinois place (city, town or village, referred to simply as city hereafter)[10]. Lastly, the 2015-2019 5Y detailed table of race and ethnicity for the whole state of Illinois[11] was used for some statewide jurisdictions.

As a final note comparing the U.S. 2010 census to the ACS as a source of population data, the U.S. census has the advantage of virtually complete coverage of Illinois, while the ACS has the advantage of recency. Because the U.S. population is quite mobile, recency was an important factor. Relative to 2020, the 2010 census was ten years old, while the ACS 2015-2019 dataset was an average of three years old.

C.2.2. Data from the Illinois Secretary of State

On behalf of this study the Bureau of Data Collection, Office of Planning & Programming, Illinois Department of Transportation (IDOT) requested and received a report from the Office of the Illinois Secretary of State, a report with counts of licensed drivers in Illinois for each single year of age. The report was run on April 2, 2021. This was combined with ACS estimates of the population count of each age in Illinois (2019 1Y PUMS) to determine the

[7] https://www2.census.gov/programs-surveys/acs/data/pums/2019/1-Year/csv_pil.zip. Last accessed 5/25/21.

[8] https://www2.census.gov/programs-surveys/acs/data/pums/2019/5-Year/csv_pil.zip. Last accessed 5/25/21.

[9] https://data.census.gov/cedsci/table?q=&table=B03002&tid=ACSDT5Y2019.B03002&lastDisplayedRow=20&vintage=2019&hidePreview=true&g=0400000US17.050000. Last accessed 5/25/21.

[10] https://data.census.gov/cedsci/table?q=&table=B03002&tid=ACSDT5Y2019.B03002&lastDisplayedRow=20&vintage=2019&hidePreview=true&g=0400000US17.160000. Last accessed 5/25/21.

[11] https://data.census.gov/cedsci/table?table=B03002&tid=ACSDT5Y2019.B03002&lastDisplayedRow=20&vintage=2019&hidePreview=true&g=0400000US17. Last accessed 5/25/21.

proportion of individuals who are potential drivers based on having a driver's license as a function of age. This is described in more detail in Section C.4.

C.3. Racial Categories

The ACS collects self-identified race and ethnicity information based on the U.S. Census Bureau's definitions. The primary racial categories provided by the census are White alone, Black or African American alone, American Indian and Alaska Native alone, Asian alone, Native Hawaiian and Other Pacific Islander alone, some other race alone, and two or more races. The primary ethnicity categories provided by the census are "Hispanic or Latino" and "Not Hispanic or Latino." Race and ethnicity are collected using two separate questions and the respondent can select any racial group along with any ethnicity.

From Illinois Public Act 101-0024, the law enabling this study, the following racial categories are collected based on the police officer's subjective determination of the race of the person being stopped. These include American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, Native Hawaiian or Other Pacific Islander, or White. Only a single race may be selected.

Besides the difference between the ACS's self-identified race and the Illinois law's officer-identified race, there are other differences between the ACS and Illinois law's categories. The primary differences are 1) in the ACS, Hispanic or Latino is an ethnicity instead of the Illinois law's designation of Hispanic or Latino as a race; 2) the ACS allows for multiple races to be selected while the Illinois law does not; and 3) the ACS allows the "some other race" option while the Illinois law does not.

To make the different racial categories compatible between the ACS data used for benchmarks and the stops data using the Illinois racial categories, we took the same approach employed in previous ITSS reports[12]. This involved two major adjustments. The first adjustment was to use Hispanic or Latino as the assigned race for benchmarking if the ACS ethnicity was listed as Hispanic or Latino. The second adjustment was that those individuals listing some other race alone or multiple races in the ACS data were excluded from the process of defining a benchmark population. In the 2015-2019 5Y ACS sample, this impact involved only 2% of individuals.

C.4. Adjusting for Age and Driver's Licenses

Population counts by race from the ACS were adjusted to reflect the number of potential legal drivers by considering three datasets: (a) the number of driver's licenses by single years of age — a file provided by the Illinois Secretary of State's office through IDOT, (b) the number of individuals in Illinois based on the 2019 1Y ACS PUMS, and (c) the age distribution by race

[12] Illinois Traffic Stop Statistics Act Report for the Year 2004. July 1, 2005. Available at http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Traffic-Stop-Studies/2004/2004%20Illinois%20Traffic%20Stop%20Summary.pdf . Last accessed 5/25/21.

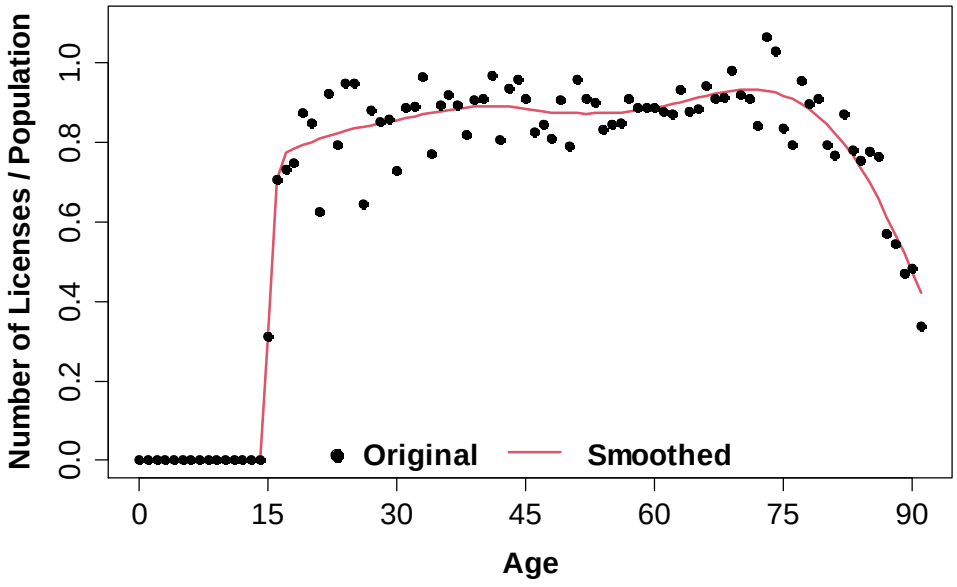
across Illinois based on the 2015-2019 5Y ACS PUMS. The adjustments were based on the following formulas for the probability of being a driver (having a driver's license) based on race I and age:

$$Pr(Driver|R) = \sum_{Age} Pr(Driver|Race, Age)Pr(Age|Race)$$
$$\cong \sum_{Age} Pr(Driver|Age)Pr(Age|Race).$$

The first equality is exact based on standard laws of probability. The probability of being a driver by race and age was then approximated by the probability of being a driver by age, or symbolically, $Pr(Driver|Race, Age) \cong Pr(Driver|\ Age)$. We made this approximation because data available from IDOT allowed us to estimate the probability of being a driver by age but not by race.

$Pr(Driver|Age)$ was estimated in two steps. First, for each age, the number of licenses from the IDOT database was divided by the number of individuals of that age living in Illinois, based on the 2019 1Y ACS PUMS. Ages > 90 were grouped due to sparsity of data in that age range. Second, to reduce variability in the estimates, ages 17 and over were smoothed using a cubic smoothing spline (**Figure C.1**). Ages < 17 were not smoothed due to the rapid changes from <15 to 15 to 16 that would be overly smoothed by a spline. The curve shown in **Figure C.1** with smoothing applied was used to represent $Pr(Driver|Age)$ in the benchmark calculations. The smoothed curve is reasonably representative of the proportion of population with a driver's license, one dot for each year of age.

Figure C.1. *Smoothed estimates of the proportion of driver's licenses out of the Illinois state population for each single year of age.* The black points represent the original raw estimates before smoothing (red curve) to reduce variability.



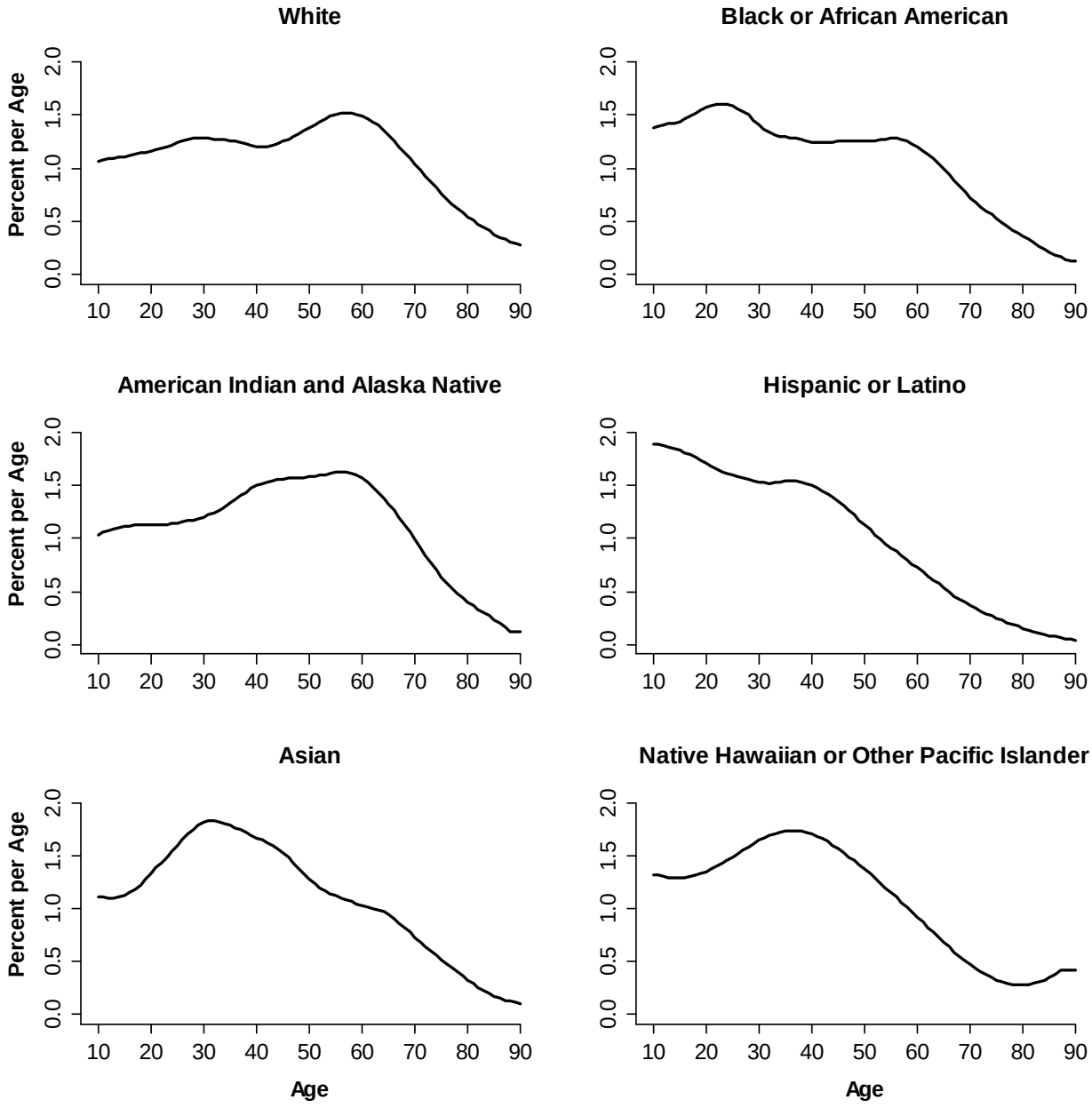
The second quantity needed was $Pr(Age|Race)$. This was estimated by smoothing the estimated age distributions in Illinois for each racial group separately. These estimates are shown in **Figure C.2.** The estimates are shown for age 10 and up, but only the smoothed curve values for ages 15 and over are used in the analysis. The ages under 15 are represented in the plot because the smoothing method works on a span of data surrounding the age for which a smoothed value is needed, similar to the methodology used in a moving average. The estimates from **Figure C.1** and **Figure C.2** were combined using the formula above to estimate $Pr(Driver|Race)$ for each race, summarized in **Table C.1**.

Table C.1. *Estimated probability of being a driver by race across all ages based on IDOT and ACS data.*

Race	Drivers*
White	0.72
Black or African American	0.68
Hispanic or Latino	0.61
Asian	0.71
American Indian and Alaska Native	0.73
Native Hawaiian or Other Pacific Islander	0.68

*Proportion of state population with a driver's license. This estimate is strongly influenced by the proportion of the population <15, an age group that is not eligible for a license.

Figure C.2. *Smoothed estimates of the percent of the population of Illinois at each age for each racial group.*



C.5. Estimating Regional Population Sizes

The starting point for estimate regional population sizes were the 2015-2019 5Y ACS race and ethnicity tables for the cities, counties and state of Illinois, as described in **Section C.2**. The 5Y ACS estimates were used because this release provides data for all areas, even with small populations, while the 1Y releases provide data only for areas with populations of 65,000 or

more (20,000 or more in the supplemental estimates). More than 90% of the cities in Illinois and 44% of the counties have total populations less than 20,000. Thus, using the combination of 5 years of ACS sampling was important in order to use a consistent data source for all agencies. Furthermore, the population sizes of individual racial groups were small in many areas, necessitating combining years to get better estimates of the true population size.

As described in **Section C.4**, these population sizes for the cities, counties and state of Illinois were adjusted for age and the number of driver's licenses by multiplying by a factor derived for each racial group, $Pr(Driver|Race)$. (See the equation in Section C.4.) The adjusted counts formed the building blocks for the agency benchmark calculations, described in the next section.

C.6. Calculating Agency Benchmarks

The regional population sizes calculated and adjusted in Section C.5 were used and potentially combined to derive a benchmark for each agency. There was a standard approach used for most agencies with a number of adjustments made for certain cases. Each situation is covered below.

C.6.1. Standard Approach

The standard approach, similar to past years of the ITSS, was to use the county as representing an approximate driving radius[13]. Based on this, the county population and its racial distribution serve the as the "default" benchmark population for comparing the racial distribution of traffic stops. As described later, this approach has a number of limitations, though the approach also has some practical advantages.

C.6.2. Agencies Covering Multiple Cities or Counties

When an agency covered multiple cities or counties or was situated near the county border, the populations of these areas were combined. The law enforcement officers may have frequent contact with residents from each of the nearby areas. The step of combining adjacent regions was performed manually on a case-by-case, so not all otherwise applicable situations may currently be addressed in this way.

C.6.3. Cook County

Similar to past years of the ITSS[14], we subdivided Cook County into regions due to its substantial population and spatially heterogeneous racial distribution. The subdivisions

[13] Illinois Traffic Stop Statistics Act Report for the Year 2004. July 1, 2005. Available at http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Traffic-Stop-Studies/2004/2004%20Illinois%20Traffic%20Stop%20Summary.pdf . Last accessed 5/25/21.

[14] See preceding footnote.

corresponded to the six districts of the Circuit Court of Cook County[15]. These districts correspond to the City of Chicago (First Municipal District) and the northern (Second Municipal District; Skokie), northwestern (Third Municipal District; Rolling Meadows), western (Fourth Municipal District; Maywood), southwestern (Fifth Municipal District; Bridgeview), and southern (Sixth Municipal District; Markham) suburbs of Cook County. For computational purposes, these districts were treated as analogous to counties and represent a more localized driving radius for residents of Cook County than represented by the entire county.

C.6.4. Other Situations

There were several other types of agencies which were handled somewhat differently than the standard cases. City benchmarks were used whenever possible for agencies associated with a park district, college or university to better correspond to the local population. County benchmarks were used for county sheriffs and other agencies, with the entire county as the nominal jurisdiction. Similarly, state benchmarks were used for the Illinois State Police and other agencies with statewide jurisdiction. For airport, railroad and other transit agencies, the associated county or counties were used for benchmarks. Lastly, city benchmarks were used instead of the county if the city contained more than half of the county population, in which case the agency may be interacting predominately with city residents versus county residents outside of the city. These adjustments are similar to the method used in previous reports.

C.6.5. Example Calculation

To help illustrate the benchmark method, the calculations for one agency, Oak Park Police, will be worked out in detail for the White and Black/African American benchmarks. This example was generated for the report on 2019 stops, so utilizes ACS statistics from 2014-2018.

Oak Park Police is located within the Fourth Municipal District of the Circuit Court of Cook County. As noted above, these court districts are treated the same as county jurisdictions for benchmark estimation, with the court district considered as if it is a "county." The jurisdiction of this court district includes the cities listed in **Table C.2**. The number of White and Black/African American residents of each city, based on the 2014-2018 5Y ACS after applying the racial categories explained in **Section C.3**, is also shown in the same table. Adding up the counts from each city shows 159,646 White residents and 68,943 Black/African American residents. These two population counts were adjusted for the number of driver's licenses and age distributions using the factors in **Table C.1**, namely 0.74 and 0.70 (rounded), respectively. This produced adjusted populations for White and Black/African American residents of 118,376 and 48,387, respectively, corresponding to the

[15] State of Illinois Circuit Court of Cook County. http://www.cookcountycourt.org/ABOUTTHECOURT/OrganizationoftheCircuitCourt.aspx. Last accessed 5/25/21.

estimated number of drivers in the area. As the total population of the city of Oak Park is 12% of the total population of the district (after the driver's license and age adjustment), these district counts of 118,376 and 48,387 were used for the benchmark.

Table C.2. *Example calculation of benchmarks for Oak Park Police for White and Black/African American populations*. This agency is located in the Fourth Municipal District of the Circuit Court of Cook County, so the benchmark was comprised of the cities within that jurisdiction. This example uses 2014-2018 ACS statistics. See text for further details.

City	White	Black or African American
Bellwood	805	14,402
Berkeley	1,511	1,496
Berwyn	14,501	3,498
Broadview	1,168	5,832
Brookfield	12,941	1,012
Cicero	5,667	2,548
Elmwood Park	15,076	708
Forest Park	7,721	3,735
Franklin Park	8,715	48
Hillside	1,727	3,651
La Grange Park	10,928	526
Maywood	860	16,076
Melrose Park	4,984	1,352
North Riverside	3,798	345
Northlake	3,724	490
Oak Park	33,206	9,356
River Forest	9,062	632
River Grove	6,699	125
Riverside	7,153	133
Stone Park	236	131
Westchester	9,164	2,847
Number of Residents	159,646	68,943
Age/driver adjustment*	0.741488	0.701834
Number of Drivers	118,376	48,387

*The age/driver adjustment is described in **Section C.4**. The number of drivers = number of residents x (age/driver adjustment factor). The values in this table differ slightly from **Table C.1** because of differences in rounding.

The geographic regions chosen for each agency are listed at the end of this appendix in Table C.3.

C.7. Methodological Differences with Past Reports for Stops in 2004-2018

While the methodology used for this report, originally updated for the report of 2019 stops, has some similarities with past reports (2004-2018 stops), including using adjusted population counts of associated cities and counties to define the benchmark population, there are a number of important differences. These must be considered when comparing this report to past reports for stops from 2004-2018.

One important difference is that past reports used the most recent U.S. census estimates for population counts while this report used more recent estimates from the ACS, which is conducted annually by the U.S. Census Bureau. We primarily used the most recent 5Y estimates. The principal advantage of this approach is that the demographic information is more current than the census, which is conducted decennially. The decennial census may not reflect current demographic composition in some areas, given the mobility of the U.S. population and population growth. One disadvantage of the ACS compared to the census is that the ACS is based on a random sample while the census attempts to enumerate the entire population; the ACS estimates are subject to more sampling variability than the census. The recency of the ACS data compared to the census was the deciding factor in favor of the ACS.

Another important difference between the benchmark methodology for 2019-2020 stops compared to earlier stop reports is that the population counts are adjusted for the number of Illinois driver's licenses at each age. The adjustment attempts to be better reflect the population at risk of a traffic stop, i.e., drivers. As shown in **Figure C.1.**, this adjustment downweights the population at age 15 and at ages over 75, in particular. These individuals are notably less likely to have a driver's license than people aged 16-75. The past stops reports used all residents aged 15 and older, without an upper limit, as the benchmark for traffic stops.

Another notable difference from previous reports for 2004-2018 stops is that in this report, rates and other statistics are provided for each minority group separately instead of for all minorities combined into a single all-minority group.

C.8. Limitations

The use of the census or ACS to compute benchmarks has a number of limitations[16,17]. The benchmarks are constructed to correspond to the racial distribution of a city or county, but people from outside the designated benchmark area travel through and may be stopped. This discrepancy may be particularly pronounced in areas with major freeways, along major

[16] Fridell, L. A. (2004). By the numbers: A guide for analyzing race data from vehicle stops. Washington, DC: Police Executive Research Forum. https://www.ncjrs.gov/App/Publications/abstract.aspx?ID=209827 . Last accessed 5/25/21.

[17] Alpert G.P., Dunham R.G., Smith M.R. (2007). Investigating Racial Profiling by the Miami-Dade Police Department: A Multimethod Approach. *Criminology & Public Policy*;6(1):25-56. https://www.ncjrs.gov/App/Publications/abstract.aspx?ID=239772 . Last accessed 5/25/21.

commuting routes between large cities, or with popular attractions that draws people from a wide area. On the average, different groups may spend different amounts of time on the road or on the street, and the time of day of their activities may vary, potentially leading to different levels of exposure to being stopped than reflected by local population estimates. There may also be seasonal variation in the population, due to festivals, holidays, etc., which cannot be captured in static population estimates. While we adjust population statistics to reflect the number of licensed drivers, this misses drivers who drive illegally without a license or overcounts individuals who no longer drive because of a suspended license or another reason and whose license has not expired.

In order to address some of the limitations several alternative benchmarking methods have been proposed. One benchmark method is to carry out observational studies where people and their race are counted by sight at different times and places to estimate the population composition. Another benchmark method is to analyze traffic accident data (crashes) and use the race of the not-at-fault driver to estimate the relevant racial composition of drivers. Yet another method is to mathematically model traffic flows between different cities and regions to merge their racial distributions to better reflect the racial distribution encountered by law enforcement officers.

Despite these limitations, the benchmarking method we have used has a number of strengths, primarily feasibility and transparency. There are close to 1,000 law enforcement agencies in Illinois, many with small jurisdictions. The ACS provides relatively contemporary data in a uniform fashion across the state, while alternative methods would require a tremendous amount of resources to acquire specialized data to construct a customized benchmark for each agency. The method used for this report is also transparent in that the concept of using local population data is easy to understand, and all our adjustments are relatively straightforward and can be itemized. The ACS is conducted annually, so the underlying data for all agencies is able to remain relatively current and reflect demographic composition.

Besides the general limitations of the methodology described above, there are some other important limitations to consider when interpreting the benchmarks and stop rate ratios. Most importantly, the benchmarks are based on ACS tabulations of race, which are provided by the respondent. Illinois stop data used race as recorded by the police officer, which may differ from what the individual being stopped would report. Therefore, some differences between the racial distribution of the stop data and the corresponding racial distribution of the benchmark may be due to racial misclassification.

Another challenge is that the ACS collects race in a different way than defined by the Illinois state law for the stops study, so some adjustments had to be made for compatibility, as described in Section **C.3,** above. This approach may have induced some differences in racial distributions between the stops (with race assigned by the officer) and corresponding benchmarks (based on self-assigned race). Lastly, the ACS data is based on a survey which takes a random sample of the population. There is some error in survey estimates due simply to sampling variability. In particular, this can impact estimates of population counts of smaller groups. For example, the

number of American Indian or Alaska Native and Native Hawaiian or Other Pacific Islanders were relatively small in a number of regions, so these counts may be more uncertain for some jurisdictions. Thus, while the study has strengths, there are some limitations as well. That is why the narrative in this report emphasizes that if a ratio comparing a racial group to Whites differs substantially from 1.0 (that is, differs from racial equality) that may be the basis for further inquiry but does not prove that there is racial profiling.

***Table C.3**. Geographic region or regions used in the Traffic Study for each agency that made stops and completely reported them.* All regions are either one or more cities, one or more counties (or county subdivisions), or the state. As described in section **C.6.3**, Cook County was divided into subdivisions based on the six districts of the Circuit Court of Cook County, notated as Cook-D1 (District 1), Cook-D2 (District 2), etc. As described in the text, the populations of these regions were adjusted in multiple ways to better match the driving population.

Agency	ID	Regions	Agency	ID	Regions
Abingdon Police	13462	County: Knox	Bedford Park Police	13210	County: Cook-D5
Adams County Sheriff	13054	County: Adams	Beecher Police	13956	County: Will
Addison Police	13245	County: DuPage	Belleville Police	13795	County: St. Clair
Albany Police	13929	County: Whiteside	Bellwood Police	13209	County: Cook-D4
Albers Police	13137	County: Clinton	Belvidere Police	13069	County: Boone
Albion Police	13284	County: Edwards	Benedictine University Police	13246	City: Lisle
Aledo Police	13664	County: Mercer	Bensenville Police	13247	Counties: Cook-D3; DuPage
Alexander County Sheriff	13059	County: Alexander	Benton Police	13311	County: Franklin
Alexis Police	13663	Counties: Mercer; Warren	Berkeley Police	13208	County: Cook-D4
Algonquin Police	13566	Counties: Kane; McHenry	Berwyn Police	13207	County: Cook-D4
Alorton Police	13796	County: St. Clair	Bethalto Police	13625	County: Madison
Alpha Police	13367	County: Henry	Bethany Police	13695	County: Moultrie
Alsip Police	13213	County: Cook-D5	Blandinsville Police	13545	County: McDonough
Altamont Police	13288	County: Effingham	Bloomingdale Police	13248	County: DuPage
Alton and Southern Railway Police	14143	County: St. Clair	Bloomington Police	13581	County: McLean
Alton Police	13626	County: Madison	Blue Island Police	13206	County: Cook-D6
Amboy Police	13528	County: Lee	Blue Mound Police	13590	County: Macon
Anna Police	13883	County: Union	Bluffs Police	13836	County: Scott
Annawan Police	13366	County: Henry	BNSF Railroad Police	13205	County: Cook
Antioch Police	13463	County: Lake	Bolingbrook Police	13955	Counties: DuPage; Will
Arcola Police	13243	County: Douglas	Bond County Sheriff	13067	County: Bond
Arlington Heights Police	13212	Counties: Cook-D3; Lake	Boone County Sheriff	13068	County: Boone
Armington Police	13878	County: Tazewell	Bourbonnais Police	13447	County: Kankakee
Arthur Police	13242	Counties: Douglas; Moultrie	Bradley Police	13446	County: Kankakee
Ashland Police	13098	County: Cass	Bradley University Police	13711	City: Peoria
Ashton Police	13527	County: Lee	Braidwood Police	13954	County: Will
Assumption Police	13120	County: Christian	Breese Police	13134	County: Clinton
Athens Police	13656	County: Menard	Bridgeview Police	13204	County: Cook-D5
Atkinson Police	13365	County: Henry	Brighton Police	13592	Counties: Jersey; Macoupin
Atlanta Police	13539	County: Logan	Broadview Police	14006	County: Cook-D4
Atwood Police	13241	Counties: Douglas; Piatt	Brocton Police	14109	County: Edgar
Auburn Police	13829	County: Sangamon	Brookfield Police	14065	County: Cook-D4
Aurora Police	13413	Counties: DuPage; Kane; Kendall; Will	Brooklyn Police	13794	County: St. Clair
Ava Police	13388	County: Jackson	Brookport Police	13652	County: Massac
Aviston Police	13136	County: Clinton	Buffalo Grove Police	13467	Counties: Cook-D3; Lake
Baldwin Police	13752	County: Randolph	Bunker Hill Police	13602	County: Macoupin
Bannockburn Police	13464	County: Lake	Burbank Police	13200	County: Cook-D5
Barrington Hills Police	13466	Counties: Cook-D3; Kane; Lake; McHenry	Bureau County Sheriff	13083	County: Bureau
Barrington Police	13465	County: Cook-D3	Burnham Police	13199	County: Cook-D6
Barry Police	13725	County: Pike	Burr Ridge Police	13249	Counties: Cook-D5; DuPage
Bartlett Police	13211	Counties: Cook-D3; DuPage; Kane	Bushnell Police	13544	County: McDonough
Bartonville Police	13712	County: Peoria	Byron Police	13703	County: Ogle
Batavia Police	13414	Counties: DuPage; Kane	Cairo Police	13060	County: Alexander
Beardstown Police	13097	County: Cass	Calhoun County Sheriff	13086	County: Calhoun
Beckemeyer Police	13135	County: Clinton	Calumet Park Police	13197	County: Cook-D6

Agency	ID	Regions	Agency	ID	Regions
Cambria Police	13970	County: Williamson	Coal Valley Police	13766	Counties: Henry; Rock Island
Cambridge Police	13364	County: Henry	Cobden Police	13882	County: Union
Camp Point Police	13055	County: Adams	Coffeen Police	13679	County: Montgomery
Campton Hills Police	14114	County: Kane	Colchester Police	13543	County: McDonough
Canton Park District Police	14018	City: Canton	Coles County Sheriff	13142	County: Coles
Carbondale Police	13387	County: Jackson	Colfax Police	13579	County: McLean
Carlinville Police	13601	County: Macoupin	College of DuPage Police	13252	County: DuPage
Carlyle Police	13133	County: Clinton	College of Lake County Police	13468	County: Lake
Carmi Police	13919	County: Whiteside	Collinsville Police	13624	Counties: Madison; St. Clair
Carol Stream Police	13250	County: DuPage	Colona Police	13363	County: Henry
Carpentersville Police	13415	County: Kane	Columbia Police	13670	Counties: Monroe; St. Clair
Carrier Mills Police	13801	County: Saline	Cook County Forest Preserve Police	13189	County: Cook
Carroll County Sheriff	13092	County: Carroll	Cook County Sheriff	13188	County: Cook
Carterville Police	13969	County: Williamson	Cortland Police	13234	County: DeKalb
Carthage Police	13348	County: Hancock	Coulterville Police	13750	County: Randolph
Cary Police	13564	County: McHenry	Countryside Police	13186	County: Cook-D5
Casey Police	13126	Counties: Clark; Cumberland	Cowden Police	13843	County: Shelby
Caseyville Police	13792	County: St. Clair	Crainville Police	13968	County: Williamson
Cass County Sheriff	13096	County: Cass	Crawford County Sheriff	13218	County: Crawford
Catlin Police	13898	County: Vermilion	Crest Hill Police	13952	County: Will
Cedar Point Police	13517	County: LaSalle	Crestwood Police	13185	County: Cook-D6
Cedarville Police	13854	County: Stephenson	Crete Police	14000	County: Will
Central City Police	13634	County: Marion	Creve Coeur Police	13877	County: Tazewell
Centralia Police	13633	Counties: Clinton; Jefferson; Marion; Washington	Crystal Lake Park District Police	14010	City: Crystal Lake
Centreville Police	13791	County: St. Clair	Crystal Lake Police	13563	County: McHenry
Champaign County Sheriff	13112	County: Champaign	CSX Transportation Railroad Police	14147	Counties: Cook; Vermilion; Macon; Marion; Madison; St. Clair
Champaign Police	13111	County: Champaign	Cumberland County Sheriff	13221	County: Cumberland
Channahon Police	13953	Counties: Grundy; Will	Dallas City Police	13347	Counties: Hancock; Henderson
Chapin Police	13688	County: Morgan	Dana Police	14151	County: LaSalle
Charleston Police	13143	County: Coles	Danvers Police	13578	County: McLean
Chatham Police	13828	County: Sangamon	Danville Police	13897	County: Vermilion
Chenoa Police	13580	County: McLean	Darien Police	13253	County: DuPage
Cherry Police	13082	County: Bureau	Decatur Park District Police	13589	City: Decatur
Cherry Valley Police	13981	County: Winnebago	Decatur Police	13588	City: Decatur
Chester Police	13751	County: Randolph	Deer Creek Police	13876	Counties: Tazewell; Woodford
Chicago Heights Police	13196	County: Cook-D6	Deerfield Police	13469	Counties: Cook-D2; Lake
Chicago Metra Police	13195	County: Cook	DeKalb County Sheriff	13223	County: DeKalb
Chicago Police	13194	City: Chicago	DeKalb Police	13233	County: DeKalb
Chicago Ridge Police	13193	County: Cook-D5	Delavan Police	13875	County: Tazewell
Chillicothe Police	13710	County: Peoria	DePue Police	13081	County: Bureau
Chrisman Police	13281	County: Edgar	Des Plaines Police	13184	County: Cook-D2
Christian County Sheriff	13119	County: Christian	DeSoto Police	13966	County: Jackson
Christopher Police	13309	County: Franklin	DeWitt County Sheriff	13236	County: DeWitt
Cicero Police	13191	County: Cook-D4	Divernon Police	13825	County: Sangamon
Clarendon Hills Police	13251	County: DuPage	Dixmoor Police	13183	County: Cook-D6
Clifton Police	13374	County: Iroquois	Dixon Police	13526	County: Lee
Clinton County Sheriff	13132	County: Clinton	Dolton Police	10011	County: Cook-D6
Clinton Police	13237	County: DeWitt	Donnellson Police	13066	Counties: Bond; Montgomery
Coal City Police	13339	Counties: Grundy; Will	Douglas County Sheriff	13240	County: Douglas

Agency	ID	Regions	Agency	ID	Regions
Dowell Police	14061	County: Jackson	Fairview Police	13318	County: Fulton
Downers Grove Police	13254	County: DuPage	Farmer City Police	13235	County: DeWitt
Downs Police	13577	County: McLean	Farmington Police	13317	County: Fulton
Du Quoin Police	13715	County: Perry	Fayette County Sheriff	13293	County: Fayette
DuPage County Forest Preserve Police	14043	County: DuPage	Fayetteville Police	13784	County: St. Clair
DuPage County Sheriff	13255	County: DuPage	Findlay Police	13842	County: Shelby
Dupo Police	13790	County: St. Clair	Flora Police	13127	County: Clay
Durand Police	13980	County: Winnebago	Flossmoor Police	13176	County: Cook-D6
Dwight Police	13532	Counties: Grundy; Livingston	Fondulac Park District Police	14017	City: East Peoria
East Alton Police	13623	County: Madison	Ford County Sheriff	13300	County: Ford
East Carondelet Police	13789	County: St. Clair	Forest Park Police	13174	County: Cook-D4
East Dubuque Police	13406	County: Jo Daviess	Forest Preserve District of Will County Police	13932	County: Will
East Dundee Police	13416	Counties: Cook-D3; Kane	Forest View Police	13173	County: Cook-D5
East Hazel Crest Police	13181	County: Cook-D6	Forreston Police	13702	County: Ogle
East Moline Police	13764	County: Rock Island	Fox Lake Police	13470	Counties: Lake; McHenry
East Peoria Police	13874	County: Tazewell	Fox River Grove Police	13562	Counties: Lake; McHenry
East St. Louis Park District Police	13788	City: East St. Louis	Frankfort Police	13949	County: Will
Eastern Illinois University Police	13141	City: Charleston	Franklin County Sheriff	13307	County: Franklin
Easton Police	13647	County: Mason	Franklin Grove Police	13525	County: Lee
Edgar County Sheriff	13280	County: Edgar	Franklin Park Police	13172	County: Cook-D4
Edinburg Police	13118	County: Christian	Freeburg Police	13783	County: St. Clair
Edwards County Sheriff	13283	County: Edwards	Freeport Police	13852	City: Freeport
Edwardsville Police	13622	County: Madison	Fulton County Sheriff	13316	County: Fulton
Effingham County Sheriff	13287	County: Effingham	Fulton Police	13927	County: Whiteside
Elburn Police	13417	County: Kane	Galena Police	13404	County: Jo Daviess
Eldorado Police	13800	County: Saline	Galesburg Police	13459	City: Galesburg
Elgin Community College Police	13418	City: Elgin	Gallatin County Sheriff	13328	County: Gallatin
Elgin Police	13419	Counties: Cook-D3; Kane	Galva Police	13362	County: Henry
Elizabeth Police	13405	County: Jo Daviess	Geneseo Police	13361	County: Henry
Elk Grove Village Police	13180	Counties: Cook-D3; DuPage	Geneva Police	13421	County: Kane
Ellis Grove Police	13749	County: Randolph	Genoa Police	13232	County: DeKalb
Elmhurst Police	13256	County: DuPage	Georgetown Police	13894	County: Vermilion
Elmwood Park Police	13179	County: Cook-D4	Germantown Police	14026	County: Clinton
Elmwood Police	13709	County: Peoria	Gibson City Police	13299	County: Ford
Elsah Police	13397	County: Jersey	Gifford Police	13109	County: Champaign
Elwood Police	13950	County: Will	Gilberts Police	13422	County: Kane
Energy Police	13965	County: Williamson	Gillespie Police	13599	County: Macoupin
Erie Police	13928	County: Whiteside	Gilman Police	13373	County: Iroquois
Essex Police	13445	County: Kankakee	Girard Police	13598	County: Macoupin
Eureka College Police	14157	City: Eureka	Glasford Police	13708	County: Peoria
Eureka Police	13985	County: Woodford	Glen Carbon Police	13621	County: Madison
Evanston Police	13178	County: Cook-D2	Glen Ellyn Police	13258	County: DuPage
Evansville Police	13748	County: Randolph	Glencoe Dept. of Public Safety	13171	County: Cook-D2
Evergreen Park Police	13177	County: Cook-D5	Glendale Heights Police	13259	County: DuPage
Fairbury Police	13531	County: Livingston	Glenview Police	13170	County: Cook-D2
Fairfield Police	13913	County: Wayne	Glenwood Police	13169	County: Cook-D6
Fairmont City Police	13786	Counties: Madison; St. Clair	Golf Police	14035	County: Cook-D2
Fairmount Police	13896	County: Vermilion	Goreville Police	13410	County: Johnson
Fairview Heights Police	13785	County: St. Clair	Grafton Police	13396	County: Jersey

Agency	ID	Regions	Agency	ID	Regions
Grand Ridge Police	13515	County: LaSalle	Hoopeston Police	13892	County: Vermilion
Granite City Police	13620	County: Madison	Hopedale Police	13872	County: Tazewell
Grant Park Police	13444	County: Kankakee	Hudson Police	13574	County: McLean
Grantfork Police	14045	County: Madison	Huntley Police	13558	Counties: Kane; McHenry
Granville Police	13738	County: Putnam	Hurst Police	13962	County: Williamson
Grayslake Police	13471	County: Lake	Illinois Central College Police	13871	City: East Peoria
Grayville Police	13916	Counties: Edwards; White	Illinois Commerce Commission Police	13995	State
Green Valley Police	13873	County: Tazewell	Illinois Department of Natural Resources Police	13823	State
Greenup Police	13220	County: Cumberland	Illinois State Police	13991	State
Greenview Police	13655	County: Menard	Illinois State University Police	13573	City: Normal
Greenville Police	13065	County: Bond	Ina Police	14117	County: Jefferson
Grundy County Sheriff	13338	County: Grundy	Inverness Police	14121	County: Cook-D3
Gurnee Police	13473	County: Lake	Iroquois County Sheriff	13372	County: Iroquois
Hamel Police	13619	County: Madison	Island Lake Police	13476	Counties: Lake; McHenry
Hamilton County Sheriff	13341	County: Hamilton	Itasca Police	13261	County: DuPage
Hamilton Police	13346	County: Hancock	Iuka Police	14019	County: Marion
Hampshire Police	13423	County: Kane	Jackson County Sheriff	13383	County: Jackson
Hampton Police	13763	County: Rock Island	Jacksonville Police	13687	City: Jacksonville
Hancock County Sheriff	13345	County: Hancock	Jasper County Sheriff	13390	County: Jasper
Hanover Park Police	13168	Counties: Cook-D3; DuPage	Jefferson County Sheriff	13393	County: Jefferson
Hanover Police	14048	County: Jo Daviess	Jersey County Sheriff	13395	County: Jersey
Harper College Police	13167	City: Palatine	Jerseyville Police	13394	County: Jersey
Harrisburg Police	13798	County: Saline	Jo Daviess County Sheriff	13402	County: Jo Daviess
Hartford Police	13618	County: Madison	John A Logan College Police	13961	City: Carterville
Harvard Police	13561	County: McHenry	Johnsburg Police	13557	County: McHenry
Harvey Police	13166	County: Cook-D6	Johnson County Sheriff	13409	County: Johnson
Harwood Heights Police	13165	County: Cook-D3	Joliet Junior College Police	13946	City: Joliet
Havana Police	13645	County: Mason	Joliet Police	13945	Counties: Kendall; Will
Hawthorn Woods Police	14020	County: Lake	Jonesboro Police	13880	County: Union
Hazel Crest Police	13164	County: Cook-D6	Kane County Forest Preserve Police	13424	County: Kane
Henderson County Sheriff	13355	County: Henderson	Kane County Sheriff	13425	County: Kane
Henry County Sheriff	13360	County: Henry	Kankakee County Sheriff	13441	County: Kankakee
Henry Police	13639	County: Marshall	Kankakee Police	13440	County: Kankakee
Herrin Police	13963	County: Williamson	Kansas Police	13279	County: Edgar
Herscher Police	13443	County: Kankakee	Kendall County Sheriff	13453	County: Kendall
Heyworth Police	13575	County: McLean	Kenilworth Police	13044	County: Cook-D2
Hickory Hills Police	13163	County: Cook-D5	KEWANEE POLICE	13359	County: Henry
Highland Park Police	13474	County: Cook-D2; Lake	Kildeer Police	13477	County: Lake
Highland Police	13617	County: Madison	Kincaid Police	13117	County: Christian
Highwood Police	13475	County: Lake	Kingston Police	13230	County: DeKalb
Hillsboro Police	13676	County: Montgomery	Kirkland Police	13229	County: DeKalb
Hillside Police	13162	County: Cook-D4	Knox County Sheriff	13458	County: Knox
Hinckley Police	13231	County: DeKalb	Knoxville Police	13457	County: Knox
Hinsdale Police	13260	Counties: Cook-D5; DuPage	La Grange Park Police	13043	County: Cook-D4
Hodgkins Police	13049	County: Cook-D5	La Salle Police	13513	County: LaSalle
Hoffman Estates Police	13048	Counties: Cook-D3; Kane	Lacon Police	13638	County: Marshall
Homer Police	13108	County: Champaign	Ladd Police	13080	County: Bureau
Hometown Police	13047	County: Cook-D5	LaHarpe Police	13344	County: Hancock
Homewood Police	13046	County: Cook-D6	Lake Bluff Police	13478	County: Lake

Agency	ID	Regions	Agency	ID	Regions
Lake County Forest Preserve Police	13479	County: Lake	Macoupin County Sheriff	13597	County: Macoupin
Lake County Sheriff	13480	County: Lake	Madison County Sheriff	13615	County: Madison
Lake Forest Police	13481	County: Lake	Madison Police	13614	Counties: Madison; St. Clair
Lake in the Hills Police	13556	County: McHenry	Mahomet Police	13106	County: Champaign
Lake Land College Police	13140	City: Mattoon	Manhattan Police	13942	County: Will
Lake Zurich Police	13483	County: Lake	Manito Police	13643	County: Mason
Lakemoor Police	13484	Counties: Lake; McHenry	Manteno Police	13439	County: Kankakee
Lakewood Police	13555	County: McHenry	Maple Park Police	13426	Counties: DeKalb; Kane
Lamoille Police	13079	County: Bureau	Maquon Police	13456	County: Knox
Lanark Police	13090	County: Carroll	Marengo Police	13554	County: McHenry
Lansing Police	13041	County: Cook-D6	Marion County Sheriff	13630	County: Marion
LaSalle County Sheriff	13514	County: LaSalle	Marissa Police	13780	County: St. Clair
Lawrence County Sheriff	13521	County: Lawrence	Mark Police	14080	County: Putnam
Lawrenceville Police	13520	County: Lawrence	Maroa Police	13586	County: Macon
Lebanon Police	13782	County: St. Clair	Marquette Heights Police	13869	County: Tazewell
Lee County Sheriff	13524	County: Lee	Marseilles Police	13511	County: LaSalle
Leland Police	13512	County: LaSalle	Marshall County Sheriff	13637	County: Marshall
Lemont Police	13944	Counties: Cook-D5; DuPage; Will	Marshall Police	13124	County: Clark
Lena Police	13851	County: Stephenson	Martinsville Police	13123	County: Clark
Lenzburg Police	13781	County: St. Clair	Maryville Police	13612	County: Madison
LeRoy Police	13572	County: McLean	Mascoutah Police	13779	County: St. Clair
Lewis University Police	14131	City: Romeoville	Mason City Police	13642	County: Mason
Lexington Police	13571	County: McLean	Mason County Sheriff	13641	County: Mason
Liberty Police	14085	County: Adams	Massac County Sheriff	13650	County: Massac
Libertyville Police	13485	County: Lake	Matteson Police	13036	Counties: Cook-D6; Will
Lincoln Land Community College Police	13818	City: Springfield	Mattoon Police	13139	County: Coles
Lincoln Police	13536	County: Logan	Maywood Police	13035	County: Cook-D4
Lincolnshire Police	13486	County: Lake	Mazon Police	13337	County: Grundy
Lincolnwood Police	13040	County: Cook-D2	McClure Police	14119	County: Alexander
Lindenhurst Police	13487	County: Lake	McCook Police	13034	County: Cook-D5
Lisle Police	13262	County: DuPage	McCullom Lake Police	14139	County: McHenry
Litchfield Police	13674	County: Montgomery	McDonough County Sheriff	13541	County: McDonough
Livingston County Sheriff	13530	County: Livingston	McHenry County College Police	14127	County: McHenry
Livingston Police	13616	County: Madison	McHenry County Conservation District Police	14004	County: McHenry
Loami Police	13817	County: Sangamon	McHenry County Sheriff	13553	County: McHenry
Lockport Park District Police	14087	City: Lockport	McHenry Police	13552	County: McHenry
Lockport Police	13943	County: Williamson	McLean County Sheriff	13570	County: McLean
Logan County Sheriff	13535	County: Logan	McLean Police	13569	County: McLean
Lombard Police	13263	County: DuPage	McLeansboro Police	13340	County: Hamilton
Lostant Police	13518	County: LaSalle	McNabb Police	13739	County: Putnam
Loves Park Police	13979	Counties: Boone; Winnebago	Melrose Park Police	13033	County: Cook-D4
Lovington Police	13694	County: Moultrie	Menard County Sheriff	13654	County: Menard
Lyndon Police	13926	County: Whiteside	Mercer County Sheriff	13661	County: Mercer
Lynwood Police	13358	County: Cook-D6	Meredosia Police	13689	County: Morgan
Lyons Police	13038	County: Cook-D5	Merrionette Park Police	14024	County: Cook-D5
Machesney Park Police	14156	County: Winnebago	Metamora Police	13984	County: Woodford
Mackinaw Police	13870	County: Tazewell	Metro Water Reclamation District Police	13031	County: Cook
Macomb Police	13542	City: Macomb	Metropolis Police	13649	County: Massac
Macon County Sheriff	13587	County: Macon	Metropolitan Airport Authority	13760	County: Rock Island

Agency	ID	Regions	Agency	ID	Regions
Midlothian Police	13030	County: Cook-D6	Nokomis Police	13672	County: Montgomery
Milan Police	13761	County: Rock Island	Normal Police	13568	County: McLean
Milford Police	13371	County: Iroquois	Norridge Police	13024	County: Cook-D3
Milledgeville Police	14071	County: Carroll	Norris City Police	13915	County: Whiteside
Millikin University Police	14142	City: Decatur	North Aurora Police	13427	Counties: Kane; Kendall
Minier Police	13868	County: Tazewell	North Pekin Police	13866	County: Tazewell
Minooka Police	13336	Counties: Grundy; Kendall; Will	North Riverside Police	13023	County: Cook-D4
Mokena Police	13941	County: Will	North Utica-Utica Police	13509	County: LaSalle
Moline Police	13759	County: Rock Island	Northbrook Police	13022	County: Cook-D2
Momence Police	13438	County: Kankakee	Northeastern Illinois University Police	13021	City: Chicago
Monee Police	13940	County: Will	Northern Illinois University Police	13227	City: DeKalb
Monmouth Police	13903	City: Monmouth	Northfield Police	13020	County: Cook-D2
Monroe County Sheriff	13668	County: Monroe	Northlake Police	13019	County: Cook-D4
Montgomery County Sheriff	13673	County: Montgomery	Northwestern University Police	13018	City: Evanston
Montgomery Police	13436	Counties: Kane; Kendall’	O'Fallon Police	13776	County: St. Clair
Monticello Police	13717	County: Piatt	Oak Brook Police	13265	County: DuPage
Moody Bible Institute Police Department	14153	City: Chicago	Oak Forest Police	13016	County: Cook-D6
Moraine Valley Community College Police	13029	City: Palos Hills	Oak Lawn Police	13015	County: Cook-D5
Morgan County Sheriff	13686	County: Morgan	Oak Park Police	13014	County: Cook-D4
Morris Police	13335	County: Grundy	OakBrook Terrace Police	13266	County: DuPage
Morrison Police	13925	County: Whiteside	Oakwood Hills Police	13551	County: McHenry
Morrisonville Police	13116	County: Christian	Oblong Police	13216	County: Crawford
Morton College Police	14027	City: Cicero	Ogle County Sheriff	13699	County: Ogle
Morton Grove Police	13027	County: Cook-D2	Oglesby Police	13508	County: LaSalle
Morton Police	13867	County: Tazewell	Okawville Police	13907	County: Washington
Mounds Police	13730	County: Pulaski	Olney Police	13754	City: Olney
Mount Auburn Police	13122	County: Christian	Olympia Fields Police	13012	County: Cook-D6
Mount Carmel Police	13901	City: Mount Carmel	Onarga Police	13370	County: Iroquois
Mount Carroll Police	13089	County: Carroll	Oquawka Police	14134	County: Henderson
Mount Morris Police	13700	County: Ogle	Oreana Police	14149	County: Macon
Mount Olive Police	13596	County: Macoupin	Oregon Police	13698	County: Ogle
Mount Prospect Police	13026	County: Cook-D3	Orion Police	13357	County: Henry
Mount Pulaski Police	13533	County: Logan	Orland Hills Police	14077	County: Cook-D5
Mount Vernon Police	13392	County: Jefferson	Orland Park Police	13011	Counties: Cook-D5; Will
Mount Zion Police	13585	County: Macon	Oswego Police	13451	County: Kendall
Moweaqua Police	13841	Counties: Christian; Shelby	Ottawa Police	13507	County: LaSalle
Mundelein Police	13488	County: Lake	Palatine Police	13010	County: Cook-D3
Murphysboro Police	13382	County: Jackson	Palestine Police	13215	County: Crawford
Murrayville Police	13690	County: Morgan	Palmyra Police	13595	County: Christian
Naperville Park District Police	14079	City: Naperville	Palos Heights Police	13009	County: Cook-D5
Naperville Police	13264	Counties: DuPage; Will	Palos Hills Police	13008	County: Cook-D5
Naplate Police	14052	County: LaSalle	Palos Park Police	13007	County: Cook-D5
Neoga Police	13219	County: Cumberland	Pana Police	13115	County: Christian
New Athens Police	13777	County: St. Clair	Paris Police	13278	County: Edgar
New Baden Police	13130	Counties: Clinton; St. Clair	Park City Police	13490	County: Lake
New Lenox Police	13939	County: Will	Park Forest Police	13006	Counties: Cook-D6; Will
Newman Police	13244	County: Douglas	Park Ridge Police	13005	County: Cook-D2
Newton Police	13389	County: Jasper	Parkland College Police	13105	City: Champaign
Niles Police	13025	County: Cook-D2	Pawnee Police	13814	County: Sangamon

Agency	ID	Regions	Agency	ID	Regions
Paxton Police	13298	County: Ford	River Forest Police	13000	County: Cook-D4
Payson Police	13056	County: Adams	Riverdale Police	12998	County: Cook-D6
Pearl City Police	13849	County: Stephenson	Riverside Police	12997	County: Cook-D4
Pecatonica Police	13978	County: Winnebago	Riverton Police	13812	County: Sangamon
Pekin Park District Police	13865	City: Pekin	Riverwoods Police	13491	County: Lake
Pekin Police	13864	Counties: Peoria; Tazewell	Rochelle Police	13696	County: Ogle
Peoria County Sheriff	13707	County: Peoria	Rochester Police	13811	County: Sangamon
Peoria Heights Police	13706	Counties: Peoria; Tazewell; Woodford	Rock Falls Police	13923	County: Whiteside
Peoria Park District Police	13705	City: Peoria	Rock Island County Sheriff	13757	County: Rock Island
Peoria Police	13704	City: Peoria	Rock Island Police	13756	County: Rock Island
Peotone Police	13938	County: Will	Rock Valley College Police	13977	City: Rockford
Perry County Sheriff	13714	County: Perry	Rockford Park District Police	14059	City: Rockford
Peru Police	13506	County: LaSalle	Rockford Police	13975	City: Rockford
Petersburg Police	13653	County: Menard	Rockton Police	13974	County: Winnebago
Phoenix Police	13004	County: Cook-D6	Rolling Meadows Police	12995	County: Cook-D3
Piatt County Sheriff	13716	County: Piatt	Romeoville Police	13935	County: Will
Pierron Police	14051	Counties: Bond; Madison	Roodhouse Police	13331	County: Greene
Pike County Sheriff	13723	County: Pike	Roscoe Police	13973	County: Winnebago
Pinckneyville Police	13713	County: Perry	Roselle Police	13267	Counties: Cook-D3; DuPage
Pingree Grove Police	14093	County: Kane	Rosemont Police	12994	County: Cook-D3
Pittsburg Police	14060	County: Williamson	Round Lake Beach Police	13492	County: Lake
Pittsfield Police	13722	County: Pike	Round Lake Heights Police	13493	County: Lake
Plainfield Police	13937	County: Will	Round Lake Park Police	13494	County: Lake
Plainville Police	14124	County: Adams	Round Lake Police	13495	County: Lake
Plano Police	13450	County: Kendall	Roxana Police	13611	County: Madison
Pleasant Plains Police	13813	County: Sangamon	Royalton Police	13306	County: Franklin
Plymouth Police	13350	Counties: Hancock; McDonough	Ruma Police	13743	County: Randolph
Polo Police	13697	County: Ogle	Rushville Police	13833	County: Schuyler
Pontiac Police	13529	County: Livingston	Salem Police	13628	County: Marion
Pontoon Beach Police	14054	County: Madison	Saline County Sheriff	13797	County: Saline
Pope County Sheriff	13727	County: Pope	San Jose Police	13640	Counties: Logan; Mason
Posen Police	13003	County: Cook-D6	Sandoval Police	13627	County: Marion
Potomac Police	14030	County: Vermilion	Sandwich Police	13226	Counties: DeKalb; Kendall
Prairie du Rocher Police	13746	County: Randolph	Sauget Police	13225	County: St. Clair
Prairie Grove Police	14068	County: McHenry	Sauk Village Police	12993	Counties: Cook-D6; Will
Princeton Police	13077	County: Bureau	Schaumburg Police	12992	Counties: Cook-D3; DuPage
Prophetstown Police	13924	County: Whiteside	Schiller Park Police	12991	County: Cook-D3
Prospect Heights Police	13002	County: Cook-D3	Schuyler County Sheriff	13832	County: Schuyler
Pulaski County Sheriff	13729	County: Pulaski	Scott County Sheriff	13835	County: Scott
Putnam County Sheriff	13736	County: Putnam	Secretary of State Police	13809	State
Quincy Police	13058	City: Quincy	Shannon Police	13093	County: Carroll
Ramsey Police	13292	County: Fayette	Shawneetown police	13325	County: Gallatin
Randolph County Sheriff	13745	County: Randolph	Sheffield Police	13076	County: Bureau
Rantoul Police	13104	County: Champaign	Shelby County Sheriff	13840	County: Shelby
Raymond Police	13682	County: Montgomery	Sheldon Police	13369	County: Iroquois
Richland County Sheriff	13753	County: Richland	Sherman Police	13808	County: Sangamon
Richmond Police	13550	County: McHenry	Shiloh Police	13775	County: St. Clair
Richton Park Police	13001	County: Cook-D6	Shorewood Police	13934	County: Will
Ridge Farm Police	13889	County: Vermilion	Sidell Police	14130	County: Vermilion
Ridott Police	13858	County: Stephenson	Silvis Police	13755	County: Rock Island

Agency	ID	Regions	Agency	ID	Regions
Skokie Police	12990	County: Cook-D2	Terminal Railroad Association	14041	County: Madison
Sleepy Hollow Police	13428	County: Kane	Teutopolis Police	13285	County: Effingham
Somonauk Police	13224	Counties: DeKalb; LaSalle	Thayer Police	13804	County: Sangamon
South Barrington Police	13061	County: Cook-D3	Thomasboro Police	13103	County: Champaign
South Beloit Police	14070	County: Winnebago	Thornton Police	13156	County: Cook-D6
South Chicago Heights Police	12989	County: Cook-D6	Tilton Police	13887	County: Vermilion
South Elgin Police	13429	County: Kane	Tinley Park Police	13155	Counties: Cook-D6; Will
South Holland Police	12988	County: Cook-D6	Tolono Police	13102	County: Champaign
South Jacksonville Police	13685	County: Morgan	Toluca Police	13636	County: Marshall
South Pekin Police	13863	County: Tazewell	Tonica Police	13502	County: LaSalle
South Roxanna Police	13610	County: Madison	Toulon Police	13845	County: Stark
South Suburban College Police	12987	City: South Holland	Tower Lakes Police	13496	County: Lake
Southern Illinois University Carbondale Police	13381	City: Carbondale	Trenton Police	13129	County: Clinton
Southern Illinois University Edwardsville Police	13609	City: Edwardsville	Tri-County Drug Enforcement Narcotics Team	14126	Counties: Bureau; LaSalle; Putnam
Southern Illinois University School of Medicine Police	14145	City: Springfield	Triton College Police	13154	City: River Grove
Southern View Police	13807	County: Sangamon	Troy Police	13607	County: Madison
Southwestern Illinois College Police	13773	City: Belleville	Tuscola Police	13239	County: Douglas
Sparta Police	13742	County: Randolph	Union County Sheriff	13879	County: Union
Spillertown Police	13958	County: Williamson	Union Police	13548	County: McHenry
Spring Grove Police	13549	County: McHenry	University of Chicago Police	14057	City: Chicago
Spring Valley Police	13075	County: Bureau	University of Illinois Chicago Police	13152	City: Chicago
Springfield Park District Police	13806	City: Springfield	University of Illinois Springfield Police	13803	City: Springfield
Springfield Police	13805	City: Springfield	University of Illinois Urbana Police	13101	Cities: Champaign; Urbana
St. Anne Police	13437	County: Kankakee	University Park Police	13933	County: Will
St. Charles Police	13430	Counties: DuPage; Kane	Urbana Police	13100	County: Champaign
St. Clair County Sheriff	13772	County: St. Clair	Ursa Police	14025	County: Adams
St. Elmo Police	13291	County: Fayette	VA Medical Center Police	13886	County: Vermilion
St. Jacob Police	13608	County: Madison	Valmeyer Police	13667	County: Monroe
Stanford Police	13567	County: McLean	Vandalia Police	13289	County: Fayette
Stark County Sheriff	13846	County: Stark	Venice Police	13606	County: Madison
Steeleville Police	13741	County: Randolph	Vermilion County Sheriff	13885	County: Vermilion
Steger Police	13161	Counties: Cook-D6; Will	Vernon Hills Police	13497	County: Lake
Stephenson County Sheriff	13848	County: Stephenson	Vienna Police	13408	County: Johnson
Sterling Police	13922	County: Whiteside	Villa Grove Police	13238	County: Douglas
Stickney Police	13160	County: Cook-D5	Villa Park Police	13268	County: DuPage
Stockton Police	13400	County: Jo Daviess	Viola Police	13657	County: Mercer
Stone Park Police	13159	County: Cook-D4	Virginia Police	13094	County: Cass
Stonington Police	13121	County: Christian	Wabash County Sheriff	13900	County: Wabash
Streamwood Police	13158	County: Cook-D3	Walnut Police	13073	County: Bureau
Stronghurst Police	14123	County: Henderson	Wamac Police	13906	Counties: Clinton; Marion; Washington
Sugar Grove Police	13431	County: Kane	Warren County Sheriff	13902	County: Warren
Sullivan Police	13692	County: Moultrie	Warren Police	13399	County: Jo Daviess
Summerfield Police	14128	County: St. Clair	Warrensburg Police	14040	County: Macon
Sumner Police	13523	County: Lawrence	Warrenville Police	13269	County: DuPage
Swansea Police	13771	County: St. Clair	Washburn Police	13990	Counties: Marshall; Woodford
Sycamore Police	14015	County: DeKalb	Washington County Sheriff	13905	County: Washington
Taylorville Police	13114	County: Christian	Washington Park Police	13770	County: St. Clair
Tazewell County Sheriff	13862	County: Tazewell	Washington Police	13860	County: Tazewell

Agency	ID	Regions	Agency	ID	Regions
Watseka Police	13379	County: Iroquois	Willow Springs Police	13147	County: Cook-D5
Waubonsee Community College Police	13432	City: Sugar Grove	Willowbrook Police	13274	County: DuPage
Waukegan Police	13499	County: Lake	Wilmette Police	13146	County: Cook-D2
Waverly Police	13684	County: Morgan	Wilmington Police	13930	County: Greene
Wayne County Sheriff	13911	County: Wayne	Winchester Police	13834	County: Scott
Wayne Police	13270	Counties: DuPage; Kane	Windsor Police	13837	County: Shelby
Wenona Police	13635	County: Marshall	Winfield Police	13275	County: DuPage
West Chicago Police	13271	County: DuPage	Winnebago County Sheriff	13972	County: Winnebago
West Dundee Police	13433	County: Kane	Winnebago Police	13971	County: Winnebago
West Frankfort Police	13302	County: Franklin	Winnetka Police	13145	County: Cook-D2
West Salem Police	13282	County: Edwards	Winthrop Harbor Police	13500	County: Lake
Western Illinois University Police	13540	City: Macomb	Wonderlake Police	14033	County: McHenry
Western Springs Police	13149	County: Cook-D5	Wood Dale Police	13276	County: DuPage
Westfield Police	14022	County: DuPage	Wood River Police	13605	County: Madison
Westmont Police	13272	County: DuPage	Woodford County Sheriff	13988	County: Woodford
Westville Police	13884	County: Vermilion	Woodland Police	13380	County: Iroquois
Wheaton Police	13273	County: DuPage	Woodridge Police	13277	Counties: Cook-D5; DuPage; Will
Wheeling Police	13148	Counties: Cook-D3; Lake	Woodstock Police	13546	County: McHenry
Whiteside County Sheriff	13920	County: Whiteside	Worth Police	13144	County: Cook-D5
Will County Sheriff	13931	County: Will	Wyanet Police	13072	County: Bureau
Williamsfield Police	13455	County: Knox	Yates City Police	13454	County: Knox
Williamson County Sheriff	13957	County: Williamson	Yorkville Police	13449	County: Kendall
Williamson Police	14023	County: Madison	Zion Police	13501	County: Lake
Willisville Police	14110	County: Perry			

Appendix D. Additional Notes on the Law

The Illinois General Assembly has promulgated laws that require the collection and analysis of data on traffic stops by law enforcement agencies in the state. The statutes relating to the statistical analysis of traffic and pedestrian stops are found in the Compiled Statutes of the Illinois General Assembly, 625 ILCS 5/11-212, effective 6/21/2019. See also Public Act 101-0024.

Section 11-212 of the Illinois statute authorizes the "Traffic and pedestrian stop statistical study". This section also requires that when a police officer stops an individual, a specific set of information is to be recorded. This information includes: name, address, gender, race (six specific categories: White, Black or African American, Hispanic or Latino, Asian, American Indian or Alaska Native and Native Hawaiian or Other Pacific Islander), the violation, vehicle information, date, time, location, search information, whether contraband was found, disposition of the stop (warning, citation or arrest—arrest recorded only for pedestrian stops[18]) and the name and badge number of the officer. This information is to be obtained whether the police officer makes a traffic stop or a pedestrian stop and either issues a citation or a warning (or arrest for a pedestrian stop). In addition, the length of the contact in minutes is to be recorded for traffic stops. These data items are recorded using the data collection form included in Appendix A. The law further specifies that the collected data are to be sent to the Illinois Department of Transportation by a specific date each year for the stops data collected in the preceding year.

The Illinois Department of Transportation is further directed by statute to analyze the data and submit summary reports to the Governor, the General Assembly and the Racial Profiling Agency. The Illinois Department of Transportation is authorized to contract with an outside entity for the analysis of the data. That analysis is the purpose of this report. Moreover, the reporting entity is directed to scrutinize the data for evidence of "statistically significant aberrations." An illustrative list of possible aberrations recorded in the statute include: (1) a higher-than-expected number of minorities stopped, (2) a higher-than-expected number of citations issued to minorities, (3) a higher-than-expected number of minorities stopped by a specific police agency, and (4) a higher-than-expected number of searches conducted on minority drivers or pedestrians.

The relevant statute, 625 ILCS 5/11-212 and subsection (a) provides that the law enforcement officer "…shall record at least the following…". The statue seems to suggest the current data collection form includes a minimum level of information, and leaves open the possibility of gathering additional information in the future.

There are a few additional data items that could enhance the analysis effort. Some additional data items might include: (1) arrest for DUI, (2) accident investigation, and (3) occurrence of a

[18] The pedestrian stop data collection form in use during 2020 has provision for recording an arrest. The traffic stop data collection form in use during 2020 does not provide a means of recording an arrest.

physical arrest in a traffic stop. (The arrest outcome is included only in the pedestrian stop data collection form.)