

REQUEST FOR COUNCIL ACTION CITY OF SAN DIEGO	CERTIFICATE NUMBER (FOR COMPTROLLER'S USE ONLY)
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TO: CITY COUNCIL	FROM (ORIGINATING DEPARTMENT): Police Department	DATE: 2/5/2015
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SUBJECT: Report from San Diego Police Department regarding 2014 Vehicle Stop Data Cards

PRIMARY CONTACT (NAME, PHONE): Chris Haley, 619-531-2401, MS 739	SECONDARY CONTACT (NAME, PHONE): ,
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COMPLETE FOR ACCOUNTING PURPOSES

FUND					
FUNCTIONAL AREA					
COST CENTER					
GENERAL LEDGER ACCT					
WBS OR INTERNAL ORDER					
CAPITAL PROJECT No.					
AMOUNT	0.00	0.00	0.00	0.00	0.00

FUND					
FUNCTIONAL AREA					
COST CENTER					
GENERAL LEDGER ACCT					
WBS OR INTERNAL ORDER					
CAPITAL PROJECT No.					
AMOUNT	0.00	0.00	0.00	0.00	0.00

COST SUMMARY (IF APPLICABLE):

ROUTING AND APPROVALS

CONTRIBUTORS/REVIEWERS:	APPROVING AUTHORITY	APPROVAL SIGNATURE	DATE SIGNED
Liaison Office	ORIG DEPT.	Ramirez, David	02/10/2015
	CFO		
	DEPUTY CHIEF		
	COO		
	CITY ATTORNEY	Peter, Linda	02/12/2015
	COUNCIL PRESIDENTS OFFICE		

PREPARATION OF: RESOLUTIONS ORDINANCE(S) AGREEMENT(S) DEED(S)

Information only item.

STAFF RECOMMENDATIONS:
Information only. No action necessary.

SPECIAL CONDITIONS (REFER TO A.R. 3.20 FOR INFORMATION ON COMPLETING THIS SECTION)

COUNCIL DISTRICT(S):	
COMMUNITY AREA(S):	
ENVIRONMENTAL IMPACT:	
CITY CLERK	

INSTRUCTIONS:	
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**COUNCIL ACTION
EXECUTIVE SUMMARY SHEET
CITY OF SAN DIEGO**

DATE: 2/5/2015

ORIGINATING DEPARTMENT: Police Department

SUBJECT: Report from San Diego Police Department regarding 2014 Vehicle Stop Data Cards

COUNCIL DISTRICT(S):

CONTACT/PHONE NUMBER: Chris Haley/619-531-2401, MS 739

DESCRIPTIVE SUMMARY OF ITEM:

The 2014 Vehicle Stop Data Cards report provides information collected throughout 2014 regarding vehicle stops. Summaries of three reports conducted by outside academic researchers are included, as well as detailed statistics compiled for 2014.

STAFF RECOMMENDATION:

Information only. No action necessary.

EXECUTIVE SUMMARY OF ITEM BACKGROUND:

This 2014 Vehicle Stop report provides information collected from the January through December 2014 vehicle stop data cards. Summarized data from the three reports conducted by outside academic researchers in 2000 and 2001 are included, along with summary data for the first quarter of 2014 that was presented in May 2014. This report also presents detailed statistics compiled for January through December 2014. Although data collection diminished over time, efforts over the past year to improve compliance have been successful, and the figures for 2014 statistically reflect the number of vehicle stops made by officers.

The previous academic studies were inconclusive in their findings, primarily since there is no precise way to determine comparison demographics of the driving population. This lack of a reliable benchmark continues to present a challenge for analysis of vehicle stops.

FINANCIAL CONSIDERATIONS: None

EQUAL OPPORTUNITY CONTRACTING INFORMATION (IF APPLICABLE): N/A

PREVIOUS COUNCIL and/or COMMITTEE ACTION (describe any changes made to the item from what was presented at committee): N/A

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS: N/A

KEY STAKEHOLDERS AND PROJECTED IMPACTS: N/A

Ramirez, David

Originating Department

Deputy Chief/Chief Operating Officer



THE CITY OF SAN DIEGO
REPORT TO THE CITY COUNCIL

DATE ISSUED: February 13, 2015 REPORT NO: 15-016
ATTENTION: Public Safety & Livable Neighborhoods Committee
Agenda of: February 25, 2015
SUBJECT: Vehicle Stop Data Cards: January through December 2014

REQUESTED ACTION:

THIS IS AN INFORMATION ITEM ONLY. NO ACTION IS REQUIRED ON THE PART OF THE COMMITTEE OR THE CITY COUNCIL.

SUMMARY:

I. HISTORY

In 2000, the San Diego Police Department began to voluntarily collect vehicle stop data.

Since then, three studies were conducted by outside academic researchers using the data collected during the first two years. The academic studies were inconclusive in their findings largely because researchers were unable to accurately define the demographic composition of the San Diego driving population. Without this population data, a reliable demographic comparison does not exist.

Over time, the number of vehicle stop cards submitted by officers began to diminish. Additionally, fewer data entry staff and technical issues with electronic data routing into the database resulted in significant gaps in the data. Efforts in late 2013 focused on improving compliance with the vehicle stop data collection requirement, consistent data entry and corrections to the electronic interface. Figures for the first quarter of 2014 were reported in May 2014, and statistically reflected the number of vehicle stops made by officers.

This report shows statistics compiled from the data collected during all of 2014; however, the initial obstacles related to developing an accurate comparison remain.

II. PREVIOUS REPORTS

Three studies were conducted by outside academic researchers on the data collected from the vehicle stop data cards. The first report was completed using the first six months of data collected (January-June 2000), and included 91,552 stop cards. The second report was completed after a full year of data was collected (January-December 2000), and included 168,901 stop cards. After two years of data collection (2000 and 2001), the final report expanded on the first year report, but focused on the 121,013 stop data cards submitted during 2001. The following table summarizes the data comparisons by race compiled for the three studies conducted by outside academic researchers.

**Vehicle Stop Study- Population, Cards and Searches Summary
City of San Diego – Consultant Reports**

Race	January - June 2000 Report			Annual 2000 Report			Annual 2001 Report		
	Cards	Searches	Population	Cards	Searches	Population	Cards	Searches	Population
Asian/Other	11.4%	6.3%	13.0%	11.2%	5.6%	13.0%	11.7%	5.5%	15.0%
Black	11.6%	19.6%	8.0%	11.7%	18.4%	8.0%	10.4%	16.2%	7.2%
Hispanic	28.5%	50.1%	20.2%	29.0%	51.6%	20.2%	27.7%	49.6%	22.4%
White	48.4%	24.1%	58.8%	48.1%	24.5%	58.8%	50.2%	28.7%	55.4%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Note: Population data in the two reports for 2000 represents 1998 estimates from SANDAG of persons fifteen years and older. Population data in the report for 2001 represents 2000 Census data from SANDAG of persons sixteen years and older.

In May 2014, data for January through March of 2014 were reported. The following table summarizes the 41,169 vehicle stops during the first quarter of 2014.

**Vehicle Stop Cards Compared to Population
City of San Diego – First Quarter 2014**

Race	Counts			% of Total		
	Jan-Mar 2014		2012 Population	Jan-Mar 2014		2012 Population
	Cards	Searches		Cards	Searches	
Asian/Other	6,433	231	217,666	15.6%	9.1%	20.0%
Black	5,047	617	63,419	12.3%	24.3%	5.8%
Hispanic	12,460	1,005	288,651	30.3%	39.5%	26.6%
White	17,229	691	516,583	41.8%	27.2%	47.6%
Total	41,169	2,544	1,086,319	100%	100%	100%

Note: Population data represents 2012 estimates from SANDAG of persons fifteen years old and older.

III. YEAR-END 2014 REPORT

The following table summarizes vehicle stops during 2014.

Vehicle Stop Cards Compared to Population City of San Diego - Year-End 2014

Race	Counts			% of Total		
	Jan-Dec 2014		2013 Population	Jan-Dec 2014		2013 Population
	Cards	Searches		Cards	Searches	
Asian/Other	22,546	631	220,274	15.6%	8.8%	20.2%
Black	16,140	1674	60,422	11.2%	23.4%	5.5%
Hispanic	43,497	2,867	294,439	30.2%	40.1%	27.0%
White	61,981	1970	514,086	43.0%	27.6%	47.2%
Total	144,164	7,142	1,089,221	100.0%	100.0%	100.0%

Note: Population data represents 2013 estimates from SANDAG of persons fifteen years old and older.

The tables below provide more in-depth comparisons including reason for stops, stops resulting in arrests and geographic breakdowns. Searches were conducted during 7,142 (5.0%) of the 144,164 traffic stops in 2014, and arrests were made during 2,036 (1.4%) of the traffic stops.

**Vehicle Stop Card, Search and Arrest Counts Compared to Population
by Division**

Division	Asian/Other				Black				Hispanic				White			
	Jan-Dec 2014			2012 Population	Jan-Dec 2014			2012 Population	Jan-Dec 2014			2012 Population	Jan-Dec 2014			2012 Population
	Cards	Searches	Arrests		Cards	Searches	Arrests		Cards	Searches	Arrests		Cards	Searches	Arrests	
Northern	2,476	61	35	37,473	1,059	63	16	3,440	2,775	160	50	25,673	11,800	376	195	130,299
Northeastern	5,647	100	40	63,499	1,062	43	11	5,184	2,358	114	27	18,239	7,921	165	73	91,654
Eastern	3,162	48	10	17,685	1,866	101	24	6,162	3,436	147	37	18,201	9,553	208	78	76,539
Southeastern	1,428	91	23	32,904	3,501	575	68	22,024	4,814	505	96	59,397	1,219	100	27	13,344
Central	1,888	50	28	6,605	2,145	182	45	6,213	4,829	463	125	32,844	6,545	197	108	34,728
Western	2,090	70	21	13,232	1,599	143	22	4,136	3,774	255	63	20,014	11,873	417	151	77,629
Southern	906	16	7	10,524	713	57	19	2,999	13,121	473	150	58,859	2,078	67	28	8,701
Mid-City	2,379	156	37	20,364	3,402	473	87	12,751	5,596	624	128	51,516	4,809	294	79	46,800
Northwestern	2,125	32	11	15,380	450	18	5	510	1,626	84	15	3,908	4,979	121	60	36,889
Unknown	445	7	3	0	343	19	6	0	1,168	42	16	0	1,204	25	12	0
Total	22,546	631	215	217,666	16,140	1,674	303	63,419	43,497	2,867	707	288,651	61,981	1,970	811	516,583

Note: Population data represents 2012 estimates from SANDAG of persons fifteen years old and older.

**Vehicle Stop Card, Search and Arrest Percentages Compared to Population
by Division**

Division	Asian/Other				Black				Hispanic				White			
	Jan-Dec 2014			2012 Population	Jan-Dec 2014			2012 Population	Jan-Dec 2014			2012 Population	Jan-Dec 2014			2012 Population
	Cards	Searches	Arrests		Cards	Searches	Arrests		Cards	Searches	Arrests		Cards	Searches	Arrests	
Northern	13.7%	9.2%	11.8%	19.0%	5.8%	9.5%	5.4%	1.7%	15.3%	24.2%	16.9%	13.0%	65.2%	57.0%	65.9%	66.2%
Northeastern	33.2%	23.7%	26.5%	35.6%	6.3%	10.2%	7.3%	2.9%	13.9%	27.0%	17.9%	10.2%	46.6%	39.1%	48.3%	51.3%
Eastern	17.6%	9.5%	6.7%	14.9%	10.4%	20.0%	16.1%	5.2%	19.1%	29.2%	24.8%	15.3%	53.0%	41.3%	52.3%	64.5%
Southeastern	13.0%	7.2%	10.7%	25.8%	31.9%	45.2%	31.8%	17.3%	43.9%	39.7%	44.9%	46.5%	11.1%	7.9%	12.6%	10.5%
Central	12.3%	5.6%	9.2%	8.2%	13.9%	20.4%	14.7%	7.7%	31.3%	51.9%	40.8%	40.9%	42.5%	22.1%	35.3%	43.2%
Western	10.8%	7.9%	8.2%	11.5%	8.3%	16.2%	8.6%	3.6%	19.5%	28.8%	24.5%	17.4%	61.4%	47.1%	58.8%	67.5%
Southern	5.4%	2.6%	3.4%	13.0%	4.2%	9.3%	9.3%	3.7%	78.0%	77.2%	73.5%	72.6%	12.4%	10.9%	13.7%	10.7%
Mid-City	14.7%	10.1%	11.2%	15.5%	21.0%	30.6%	26.3%	9.7%	34.6%	40.3%	38.7%	39.2%	29.7%	19.0%	23.9%	35.6%
Northwestern	23.1%	12.5%	12.1%	27.1%	4.9%	7.1%	5.5%	0.9%	17.7%	32.9%	16.5%	6.9%	54.2%	47.5%	65.9%	65.1%
Unknown	14.1%	7.5%	8.1%	N/A	10.9%	20.4%	16.2%	N/A	37.0%	45.2%	43.2%	N/A	38.1%	26.9%	32.4%	N/A
Total	15.6%	8.8%	10.6%	20.0%	11.2%	23.4%	14.9%	5.8%	30.2%	40.1%	34.7%	26.6%	43.0%	27.6%	39.8%	47.6%

Note: Population data represents 2012 estimates from SANDAG of persons fifteen years old and older.

**Reason for Vehicle Stop
Count By Division**

Division	Moving Violation	Equipment Violation	Radio Call/ Citizen Contact	Personal Knowledge/ Informant	Suspect Information	Municipal, County, H&S Code	Unknown
Northern	14,277	3357	206	46	26	172	26
Northeastern	12,616	4,181	73	42	18	47	11
Eastern	14,090	3,740	73	22	11	54	27
Southeastern	5,897	4,894	46	28	28	57	12
Central	12,075	3,111	59	30	28	74	30
Western	14,342	4620	119	21	16	131	87
Southern	12,450	4,165	46	38	20	97	2
Mid City	9,495	6,381	110	39	50	101	10
Northwestern	5,437	3,685	21	10	7	17	3
Unknown	2812	292	10	1	7	2	36
TOTAL	103,491	38,426	763	277	211	752	244

**Reason for Vehicle Stop
Percent By Division**

Division	Moving Violation	Equipment Violation	Radio Call/ Citizen Contact	Personal Knowledge/ Informant	Suspect Information	Municipal, County, H&S Code	Unknown
Northern	78.8%	18.5%	1.1%	0.3%	0.1%	0.9%	0.1%
Northeastern	74.3%	24.6%	0.4%	0.2%	0.1%	0.3%	0.1%
Eastern	78.2%	20.8%	0.4%	0.1%	0.1%	0.3%	0.1%
Southeastern	53.8%	44.6%	0.4%	0.3%	0.3%	0.5%	0.1%
Central	78.4%	20.2%	0.4%	0.2%	0.2%	0.5%	0.2%
Western	74.2%	23.9%	0.6%	0.1%	0.1%	0.7%	0.4%
Southern	74.0%	24.8%	0.3%	0.2%	0.1%	0.6%	0.0%
Mid City	58.7%	39.4%	0.7%	0.2%	0.3%	0.6%	0.1%
Northwestern	59.2%	40.1%	0.2%	0.1%	0.1%	0.2%	0.0%
Unknown	89.0%	9.2%	0.3%	0.0%	0.2%	0.1%	1.1%
Citywide	71.8%	26.7%	0.5%	0.2%	0.1%	0.5%	0.2%

IV. DEMOGRAPHIC DISTRIBUTION OF DRIVERS

As stated in previous reports by outside researchers, the primary challenge in analyzing vehicle stop data stems from the difficulty in determining the composition of San Diego's driving population. Some of the analysis, results and observations discussed in the previous reports indicate that data collection provides a unique opportunity to answer questions and break new ground in problem solving and community policing. However, there are difficulties in analyzing the data because there is no precise way to determine comparison demographics of the driving population.

For this reason, over a decade ago the outside independent researchers reported inconclusive results; a problem that continues today. Although cities often use population figures as an estimated comparison, this is particularly challenging in San Diego, with its proximity to the border, designation as a world tourist destination, major military presence, and other factors not considered in population data. Other issues include varied access to vehicles, transit ridership, commuters to and from other cities in the region, and individual travel patterns within the city for work or recreation.

The U.S. Department of Transportation estimated the number people crossing the international border in San Diego to be over 43 million in 2013, with almost 12 million vehicles crossing northbound at the San Ysidro Border Port of Entry and another 6.4 million crossing at the Otay Mesa Port of Entry. In addition, in 2013 there were an estimated 59.7 million vehicles traveling from the north and east into San Diego from outside the county.

The San Diego Tourism Authority reported that during 2014, San Diego had more than 33 million visitors. Airport and rail arrivals totaled 9.5 million, including San Diego City residents returning from out of town travel. Tourism figures have risen steadily over the past several years. Some portion of air and rail travelers rent vehicles during their visit, adding to the San Diego Driving population.

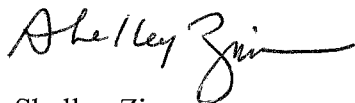
Non-population comparisons, such as driver's license information, were considered; however the California driver's license record does not contain ethnicity information. Despite identified challenges, 2013 population data for City of San Diego residents over the age of fifteen was used, since resident population data, including ethnicity, race and age, is readily available. Children under the age of fifteen were excluded as not likely to be part of the driving population. Population breakdowns by division represent 2012 data.

V. CONCLUSION

Figures for 2014 statistically reflect the number of vehicle stops made by officers. The number of cards completed should exceed the number of issued citations, since some motorists receive a verbal or written traffic warning in lieu of a citation. This year there were 144% of cards to citations.

Previous academic studies were inconclusive in their findings largely because researchers were unable to accurately define the demographic composition of the San Diego driving population. As stated by the researchers in the 2001 report, "It cannot be determined with any confidence whether the data indicate any systematic patterns of bias in vehicle stops or searches." Without the driving population data, a reliable demographic benchmark does not exist, and analysis of exact comparisons continues to be difficult.

The San Diego Police Department is absolutely committed to the fair treatment of all members of our community. Building and sustaining trust is essential to furthering our Department's Mission and Vision. The Department's Vision emphasizes the importance of working together in community partnerships to be a model of excellence in policing and fostering the highest level of public trust and safety. To that end, the San Diego Police Department will continue to collect data on vehicle stops.

A handwritten signature in black ink, appearing to read "Shelley Zimmerman". The signature is fluid and cursive, with a long horizontal stroke at the end.

Shelley Zimmerman
Chief of Police