

THE PROBLEM WITH TRAFFIC STOPS IN CHICAGO



KEY FINDINGS OF DATA ANALYSIS

- CPD traffic stops have dramatically increased.
- CPD isn't making traffic stops to make roadways safer; rather, most stops are made for minor offenses.
- Traffic stops are an ineffective tool for crime investigation and detection.
- Traffic stops are racially disparate and especially harmful to Black and Latine drivers.

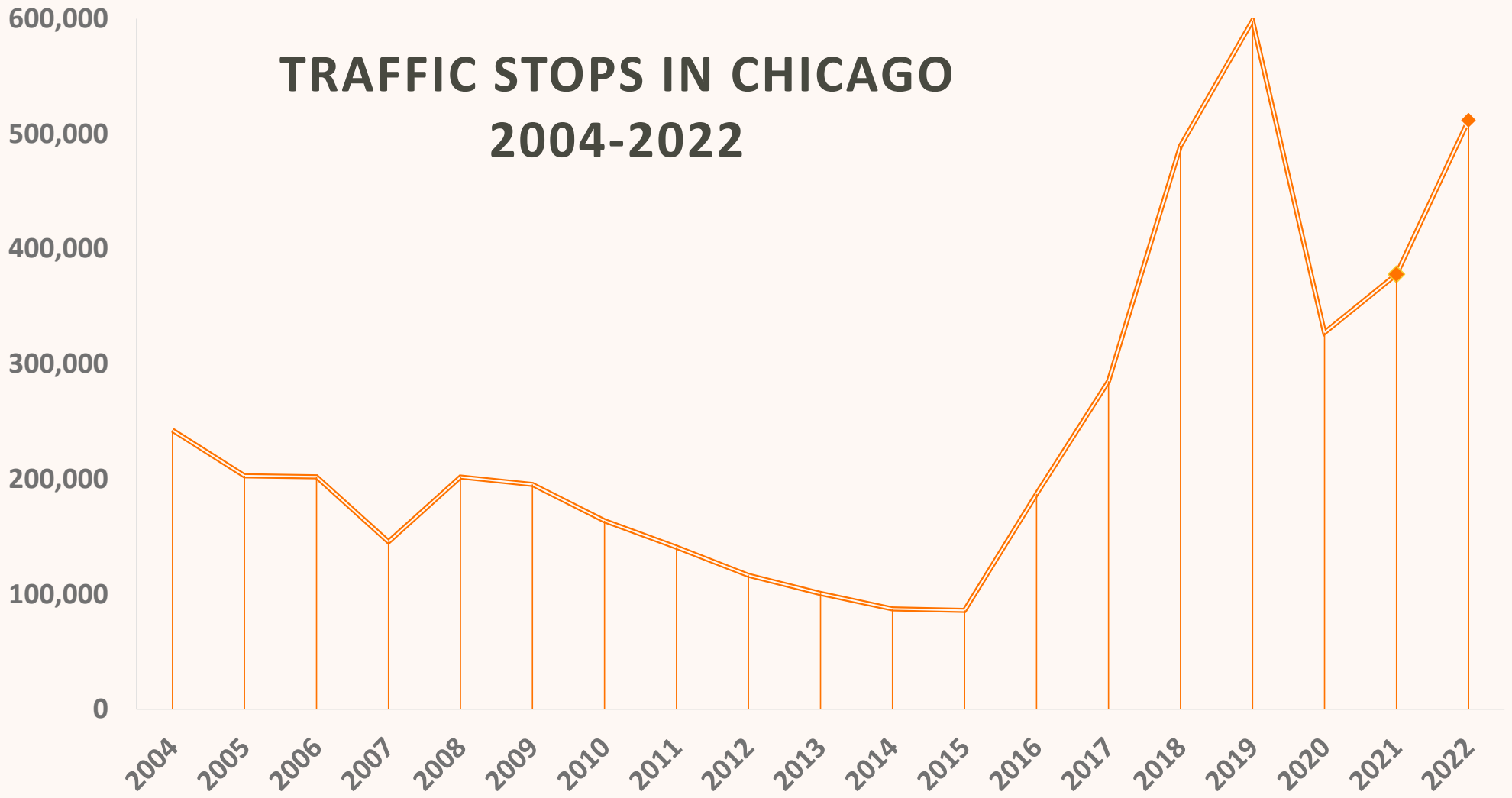


We analyzed over **4.6 million** stops over **19** years from the following public data sources:

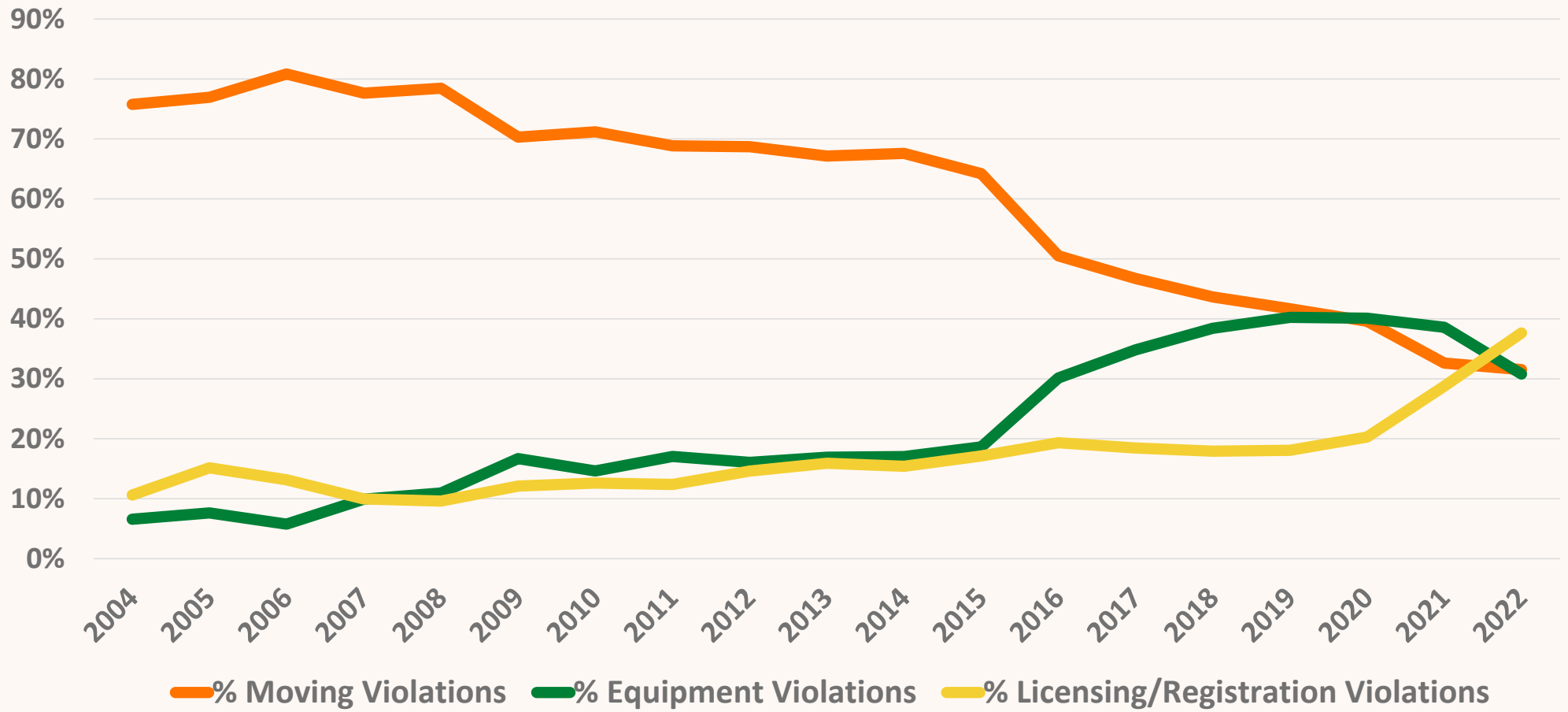
- Chicago Police Department (CPD)
- Illinois Department of Transportation (IDOT)
- Illinois Secretary of State (ISOS)
- Office of the Inspector General (OIG)
- Office of Emergency Management and Communications (OEMC)



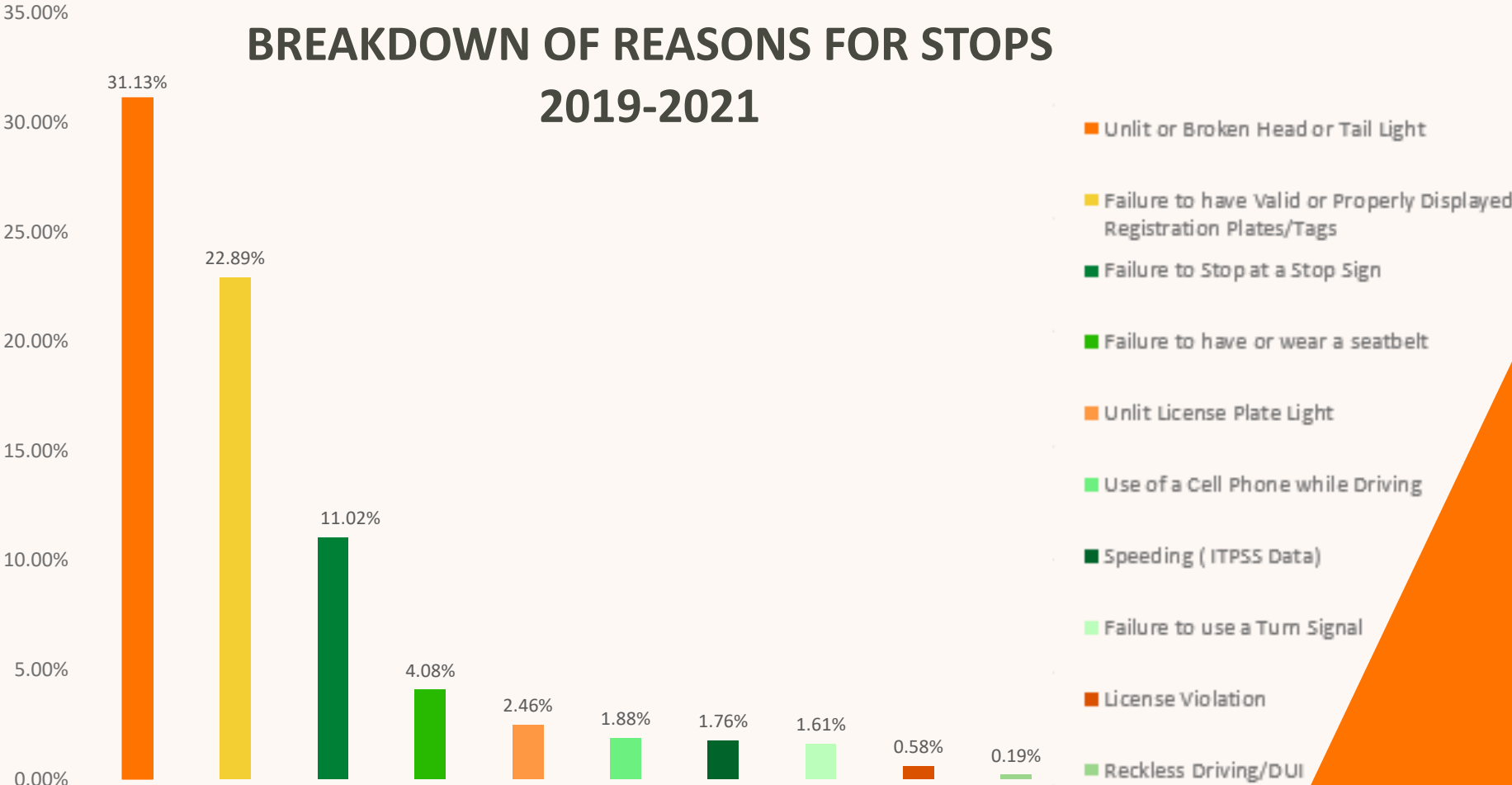
TRAFFIC STOPS IN CHICAGO 2004-2022



CATEGORY OF TRAFFIC STOPS AS PERCENTAGE OF ALL STOPS, 2004-2022



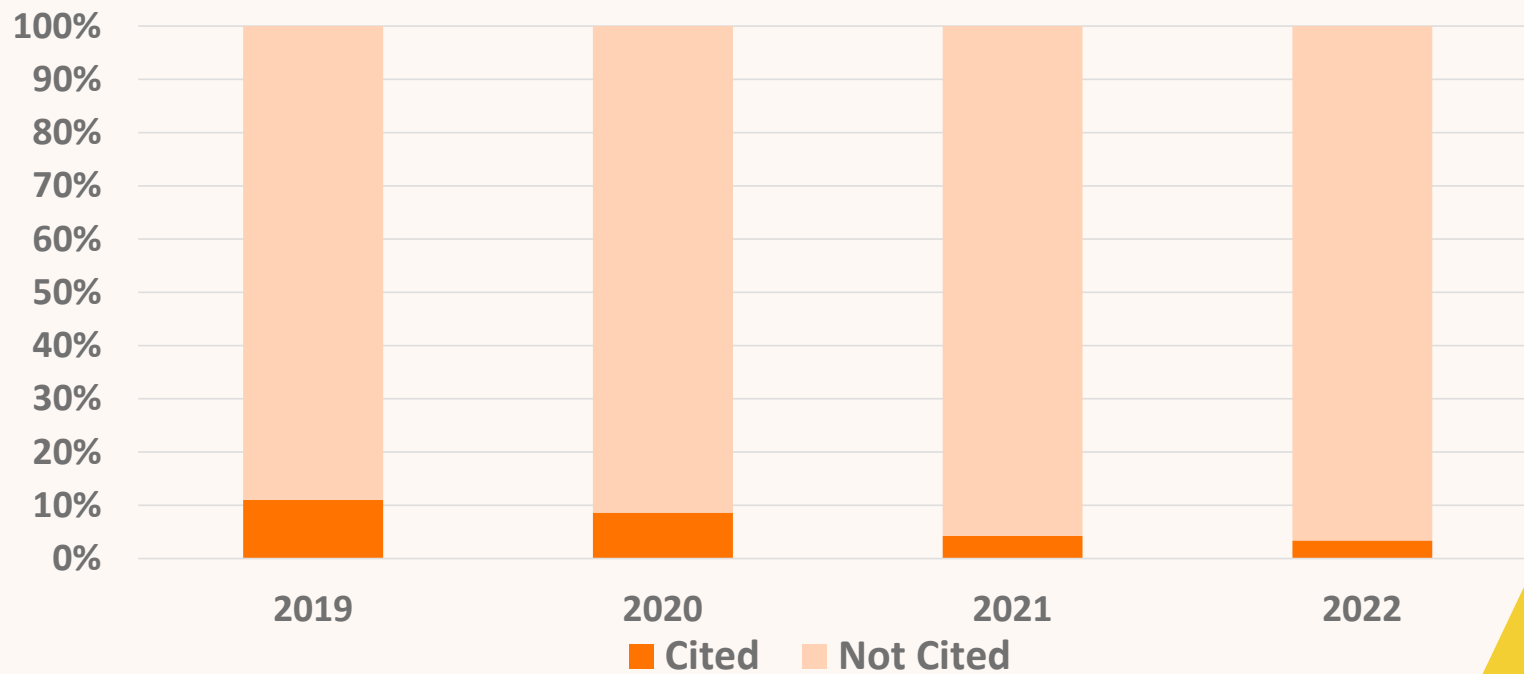
BREAKDOWN OF REASONS FOR STOPS 2019-2021



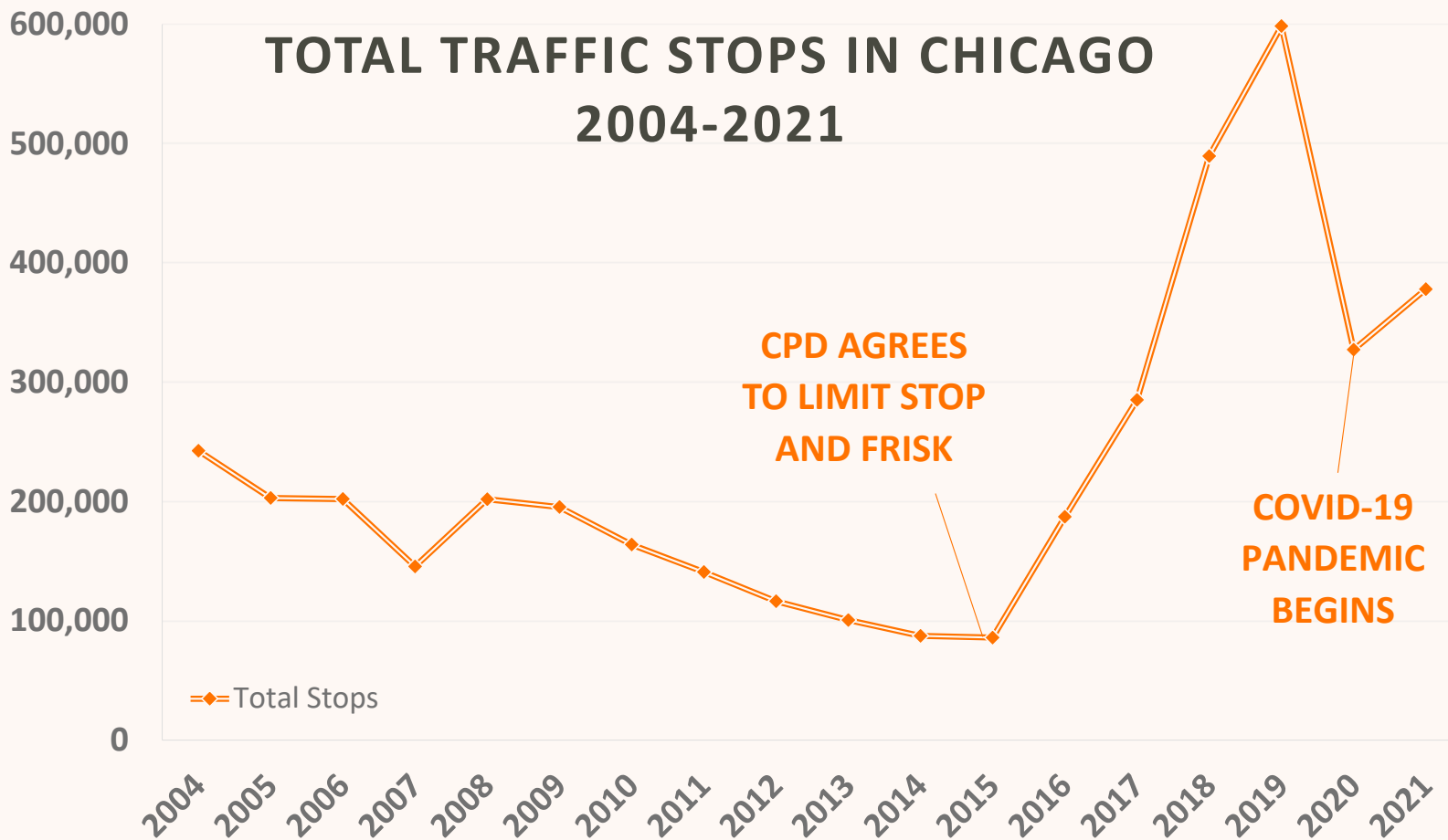
CITATIONS

In 2022, only **3.4%** of traffic stops resulted in a citation.

RATIO OF TRAFFIC STOPS THAT RESULTED IN CITATION 2019-2022



TOTAL TRAFFIC STOPS IN CHICAGO 2004-2021



WHY ARE STOPS INCREASING?

Subject:

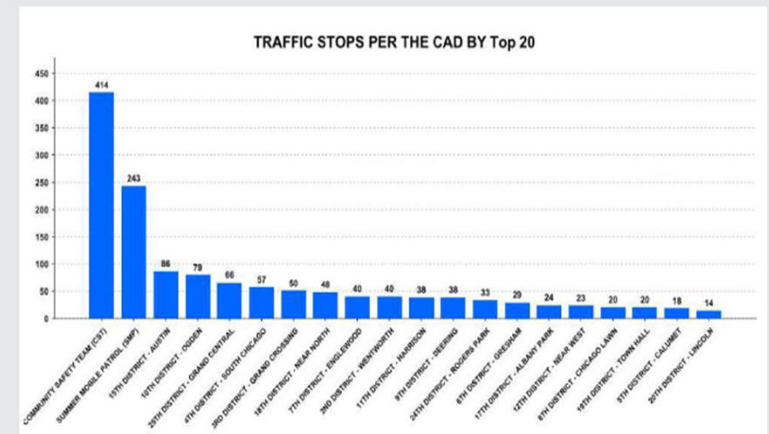
FW: Daily Traffic Stop Summary

Attachments:

2020.08.09 1 Day.pdf; 2020.08.09 7 Day.pdf; 2020.08.09 28 Day.pdf
Stop Summary.pdf

Cmdrs,

Please give your WOLs daily reminders of the importance of traffic stops. The traffic stops are needed to assist with the combat against violence. The present traffic stops are not sufficient.



Subject:

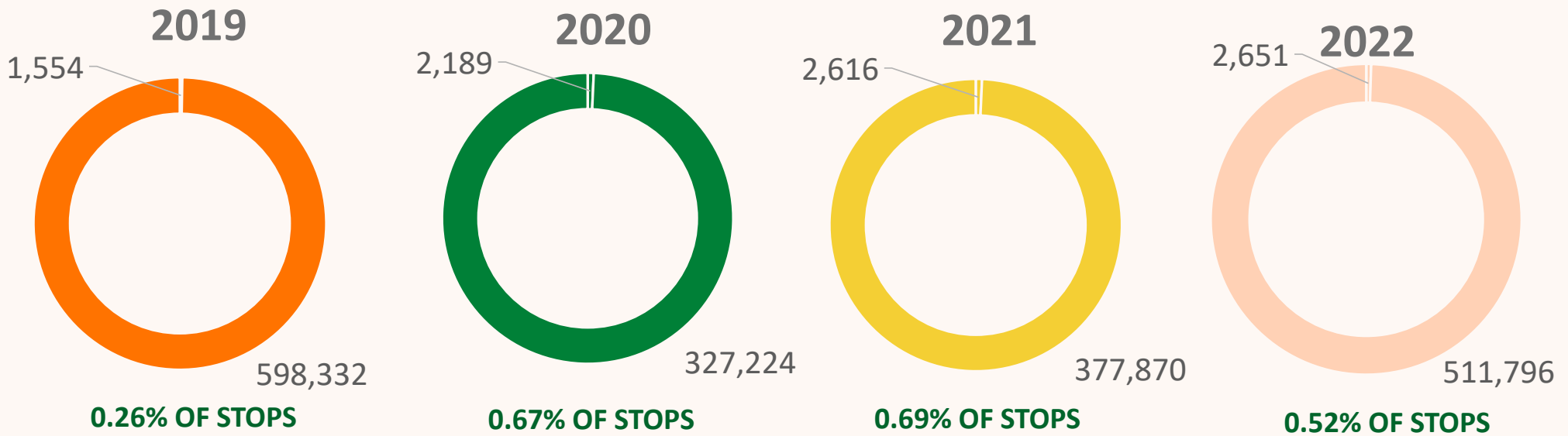
RE: Area Four Traffic Stops (24-26 SEP 20)

Thank you and your teams for your perfect efforts. I do believe we can consistently maintain the 3,4 and 5th spots. Excellence first.

CONTRABAND

Less than **1%** of traffic stops in 2022 resulted in the recovery of illegal contraband such as drugs, alcohol, or weapons.

GUNS RECOVERED FROM TRAFFIC STOPS



ARRESTS

2016 9% resulted in an arrest

2018-2020 3% resulted in arrest

2021 2.25% resulted in an arrest

2022 2.02% resulted in an arrest

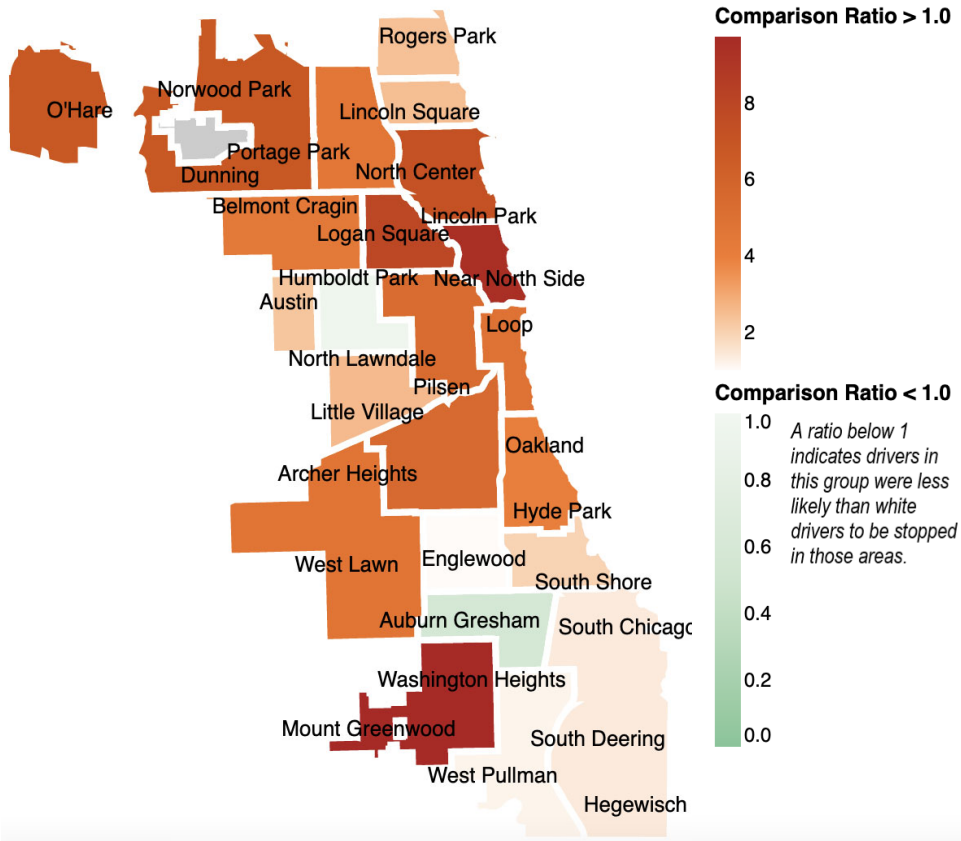


EXPERIENCE OF A TRAFFIC STOP

Denzel Johnson



RATIO OF BLACK DRIVERS VERSUS WHITE DRIVERS STOPPED IN EACH CHICAGO POLICE DISTRICT

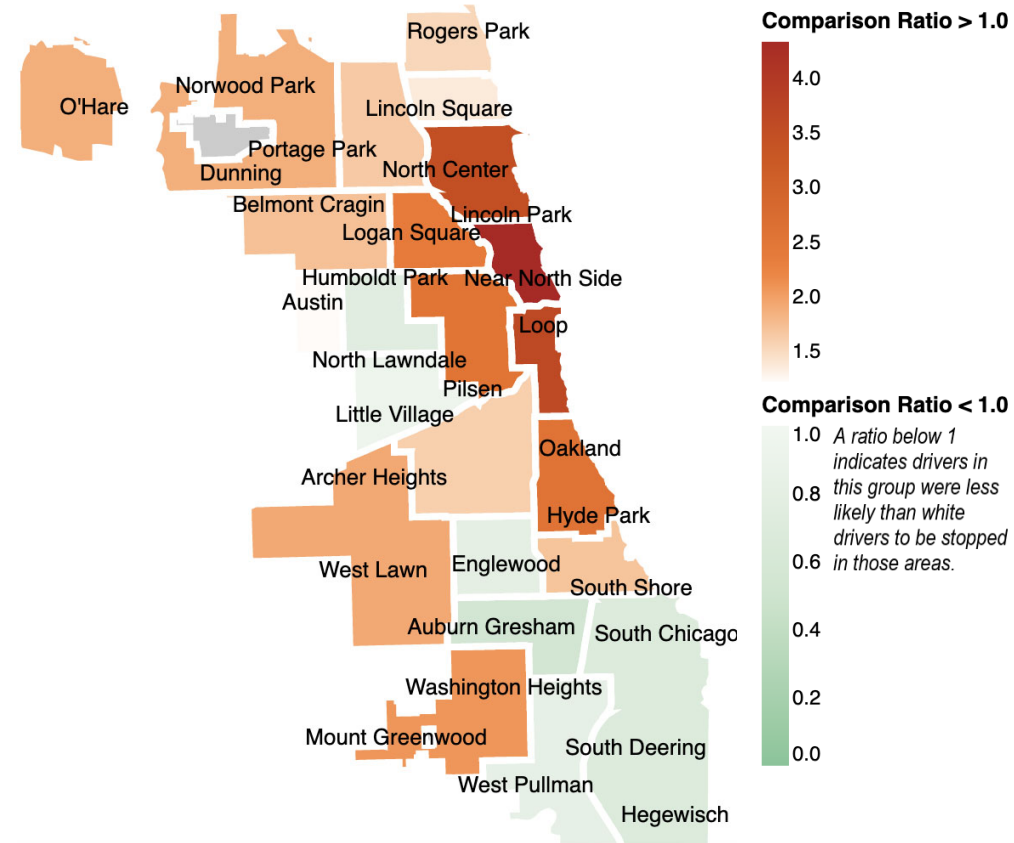


**Black drivers were
6x
as likely to
be stopped citywide**



Latine drivers were
2x
as likely to
be stopped citywide

RATIO OF **LATINE** DRIVERS VERSUS WHITE DRIVERS STOPPED IN EACH CHICAGO POLICE DISTRICT



VEIL OF DARKNESS

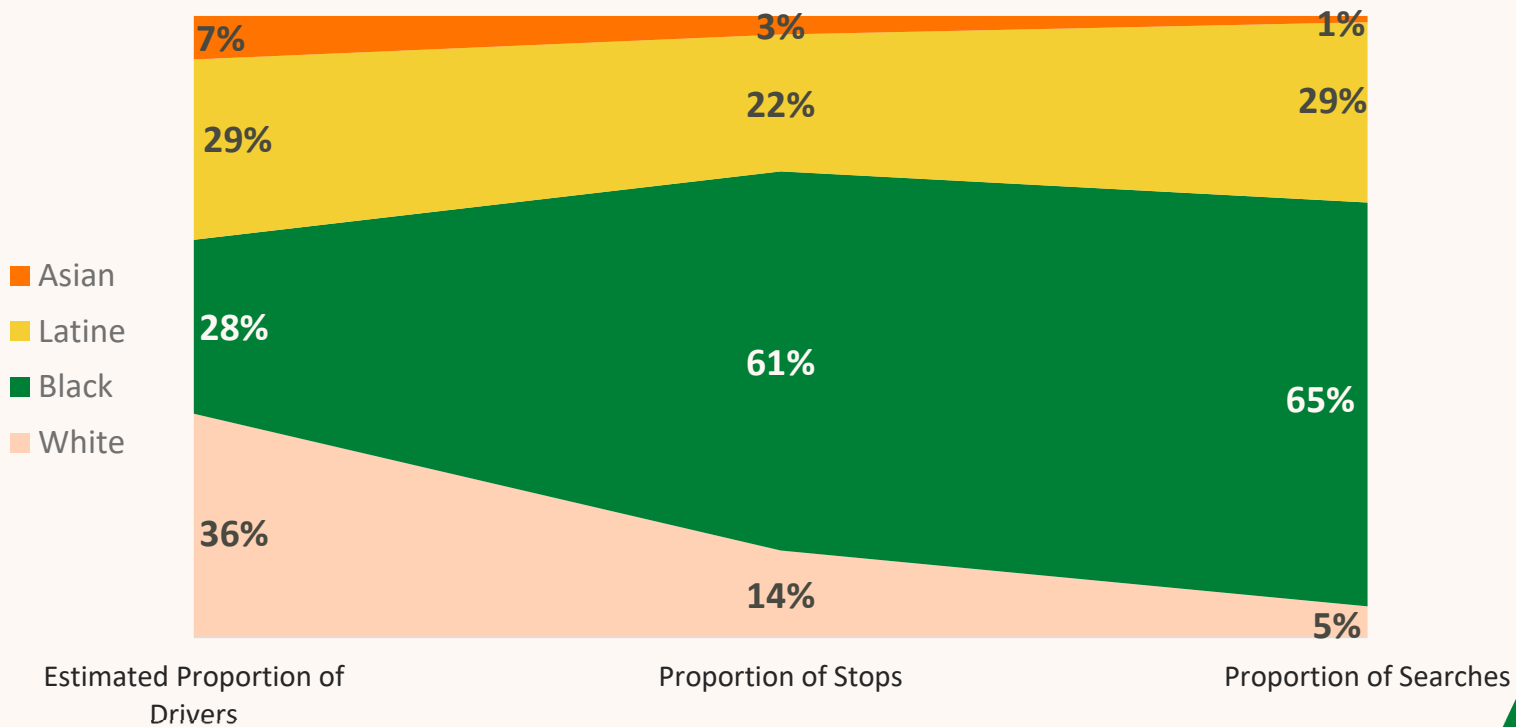
	BLACK	LATINE	ASIAN
2015	Orange	Light Orange	Orange
2016	Light Orange	Green	Green
2017	Dark Green	Dark Green	Light Orange
2018	Green	Green	Light Orange
2019	Dark Green	Dark Green	Light Orange
2020	Dark Green	Dark Green	Light Orange
2021	Green	Green	Orange

<p>SIGNIFICANT TREND AWAY FROM BIAS: MUCH LESS LIKELY TO BE STOPPED DURING THE DAY THAN AT NIGHT THEN WHITE DRIVERS</p>	<p>TREND AWAY FROM BIAS: LESS LIKELY TO BE STOPPED DURING THE DAY THAN AT NIGHT THAN WHITE DRIVERS</p>	<p>TREND TOWARD BIAS: MORE LIKELY TO BE STOPPED DURING THE DAY THAN AT NIGHT THAN WHITE DRIVERS</p>	<p>SIGNIFICANT TREND TOWARD BIAS: MUCH MORE LIKELY TO BE STOPPED DURING THE DAY THAN AT NIGHT THAN WHITE DRIVERS</p>
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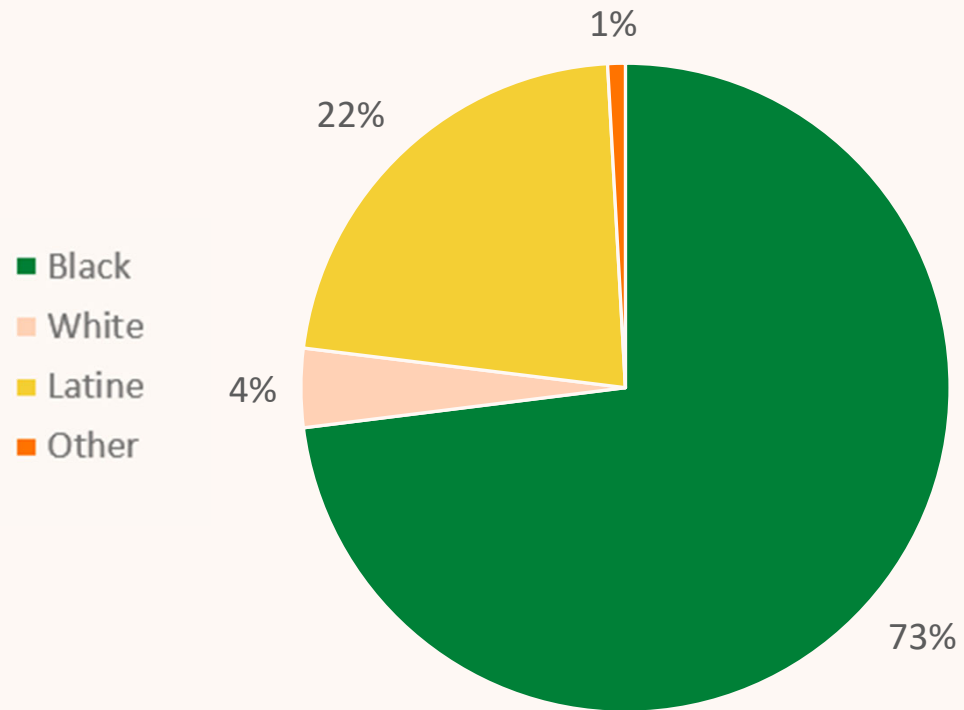
RACIAL DISPARITIES IN SEARCHES

RACIAL BREAKDOWN OF DRIVERS, TRAFFIC STOPS, AND SEARCHES 2015-2021



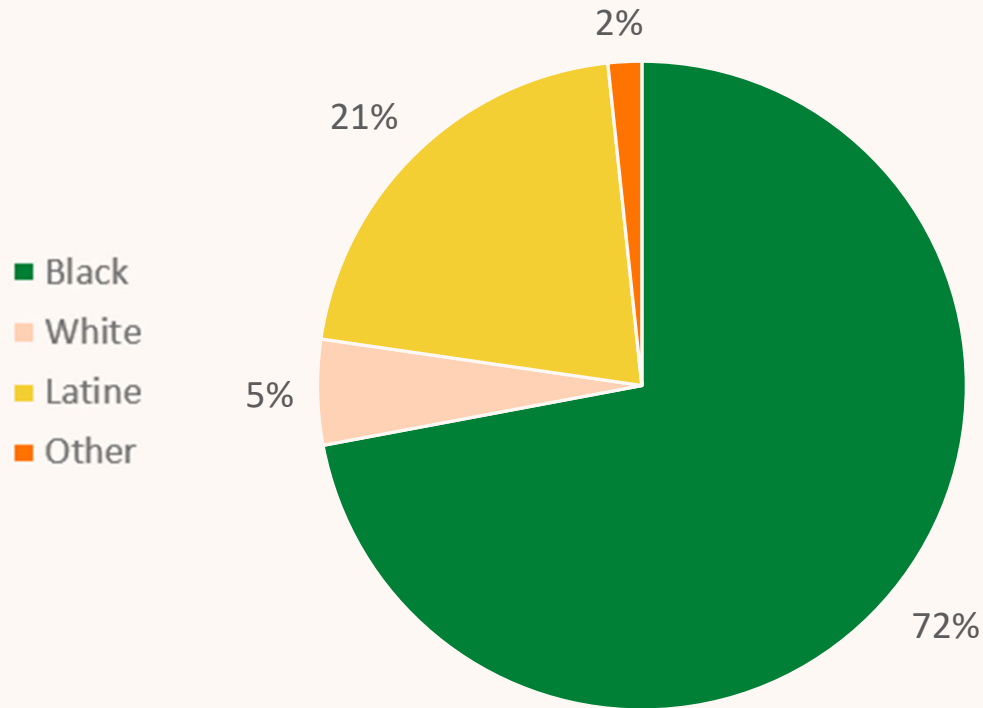
RACIAL DISPARITIES IN CONSENT SEARCHES

RACIAL BREAKDOWN OF VEHICLE CONSENT SEARCH REQUESTS - 2015-2021



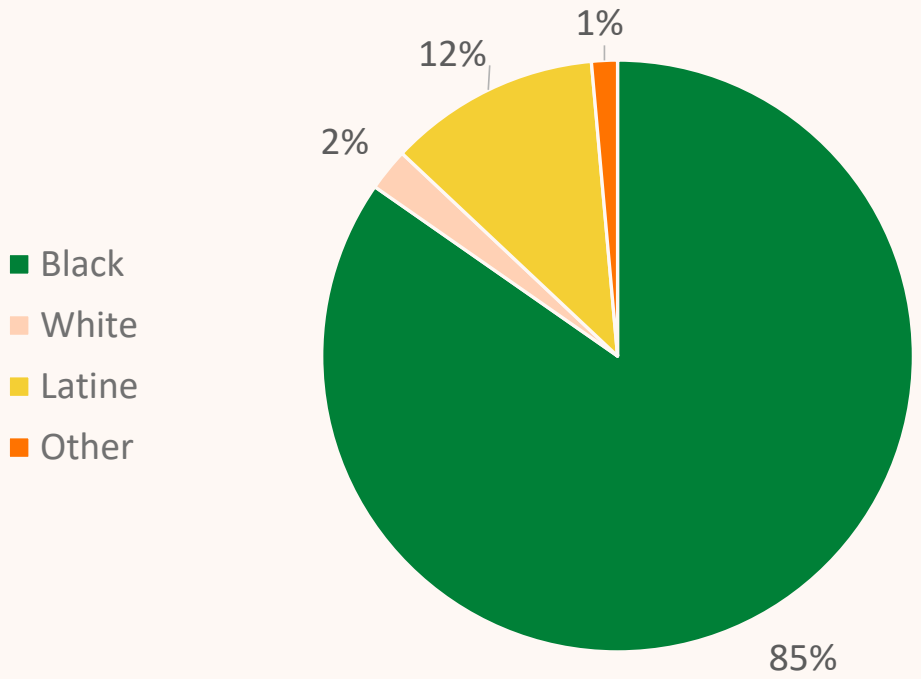
RACIAL DISPARITIES IN ARRESTS

RACIAL BREAKDOWN OF ARRESTS - 2021



RACIAL DISPARITIES IN USE OF FORCE

RACIAL BREAKDOWN OF USE OF FORCE DURING TRAFFIC STOPS - 2018-2022



Over 96%
of uses of force were
against people of color





**DRIVING
WHILE
BLACK
SHOULD
NOT BE A
DEATH
SENTENCE**

WEIGHT
...
...

EXPERIENCE OF A TRAFFIC STOP

Malik Cole



POLICY PLATFORM



FREE2MOVE COALITION

The Free2Move Coalition is an alliance of community and advocacy organizations working to create a safer, more racially equitable system of traffic safety in Chicago.

For more information about our priorities, visit www.Free2MoveChi.org.



FINDING A SOLUTION

- Consulted with coalition members about our vision for a safer, more racially equitable traffic safety system
- Analyzed data
- Surveyed research across the country
- Met with other jurisdictions who have made or are considering these changes
- Consulted with national experts in police reform



3-PRONG PLATFORM TO REDUCE RACIALLY DISPARATE PRETEXTUAL STOPS



For traffic code stops of vehicles, bikes, and pedestrians:

1. Eliminate Pretextual Stops

- No stops for a traffic code violation when their primary intention is to conduct a suspicion-less investigation for unrelated criminal violations for which they lack reasonable suspicion
- *Examples: Los Angeles Police Department*

2. Limit Low-Level Stops

- No stops for a set of low-level traffic violations that have little to no impact on roadway safety, like having one broken headlight or taillight when the other is still lit, failure to have a license plate light, or recently expired registration
- *Examples: Virginia, Philadelphia, Pittsburgh, Oregon, San Francisco Police Department*

3. End Suspicionless Consent Searches During Traffic Stops

- Require law enforcement to have an independent legal basis to search before asking consent to search a person, their vehicle, or their belongings during a stop for a traffic code violation
- *Examples: Connecticut, Rhode Island, San Francisco Police Department*

PROJECTED OUTCOMES



- More focus on roadway safety efforts and regulating dangerous driving behaviors
- Fewer harmful interactions between civilians and police
- Increased trust between police and the communities they serve
- Reduced racial disparities in policing
- Reduced entry into the criminal legal system and financial burden for targeted communities
- Reduced police workload
- More efficient criminal investigation
- Transformational shift in how policing is done in Chicago



**For more information, visit:
www.Free2MoveChi.org**

