Douglas County Law Enforcement Stop Report: 2022

**August 8, 2023**
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1. Summary of 2022 Stops. This report describes the 9,578 traffic and pedestrian stops in 2022 recorded by the five law enforcement agencies of Douglas County, KS. The 2020 and 2021 stops are described in section 7. Lawrence PD did not collect data for seven weeks in February and March 2022, and Eudora PD did not collect data on all stops in January and February 2022.

Number of Stops by Month

Month	Baldwin	Eudora	KU	Lawrence	Sheriff	All Agencies
2020						
Jan	21	95	189	579	533	1,417
Feb	32	119	216	484	359	1,210
Mar	11	52	81	450	137	731
Apr	8	5	10	139	33	195
May	7	10	22	847	96	982
Jun	3	3	27	247	64	344
Jul	5	32	21	91	111	260
Aug	23	91	52	420	278	864
Sep	30	66	138	730	201	1,165
Oct	10	69	99	445	331	954
Nov	62	109	111	274	438	994
Dec	35	86	26	393	331	871
2021						
Jan	23	32	36	325	156	572
Feb	37	10	79	327	235	688
Mar	53	8	84	479	359	983
Apr	33	24	46	445	357	905
May	63	18	103	557	344	1,085
Jun	50	9	120	455	252	886
Jul	32	65	79	428	306	910
Aug	28	82	362	524	358	1,354
Sep	26	35	149	309	290	809
Oct	52	29	137	367	348	933
Nov	70	32	145	274	329	850
Dec	28	24	74	255	341	722
2022						
Jan^	21	3	166	227	287	704
Feb*	35	17	144	68	227	491
Mar*	42	87	199	0	302	630
Apr	88	111	179	390	335	1,103
May	88	67	232	451	298	1,136
Jun	42	98	155	286	291	872
Jul	49	56	170	364	211	850
Aug	38	52	188	488	358	1,124
Sep	41	50	134	404	277	906
Oct	28	56	83	224	204	595
Nov	31	69	92	266	214	672
Dec	18	73	69	164	171	495
All Years	1,263	1,844	4,217	13,176	9,762	30,262

Notes: * Lawrence PD did not collect data from 2/8/22 to 3/31/22.

^ Eudora PD did not collect data on all stops in January and February 2022.

Number of Stops by Month

Legend: Sheriff, Lawrence, KU, Eudora, Baldwin
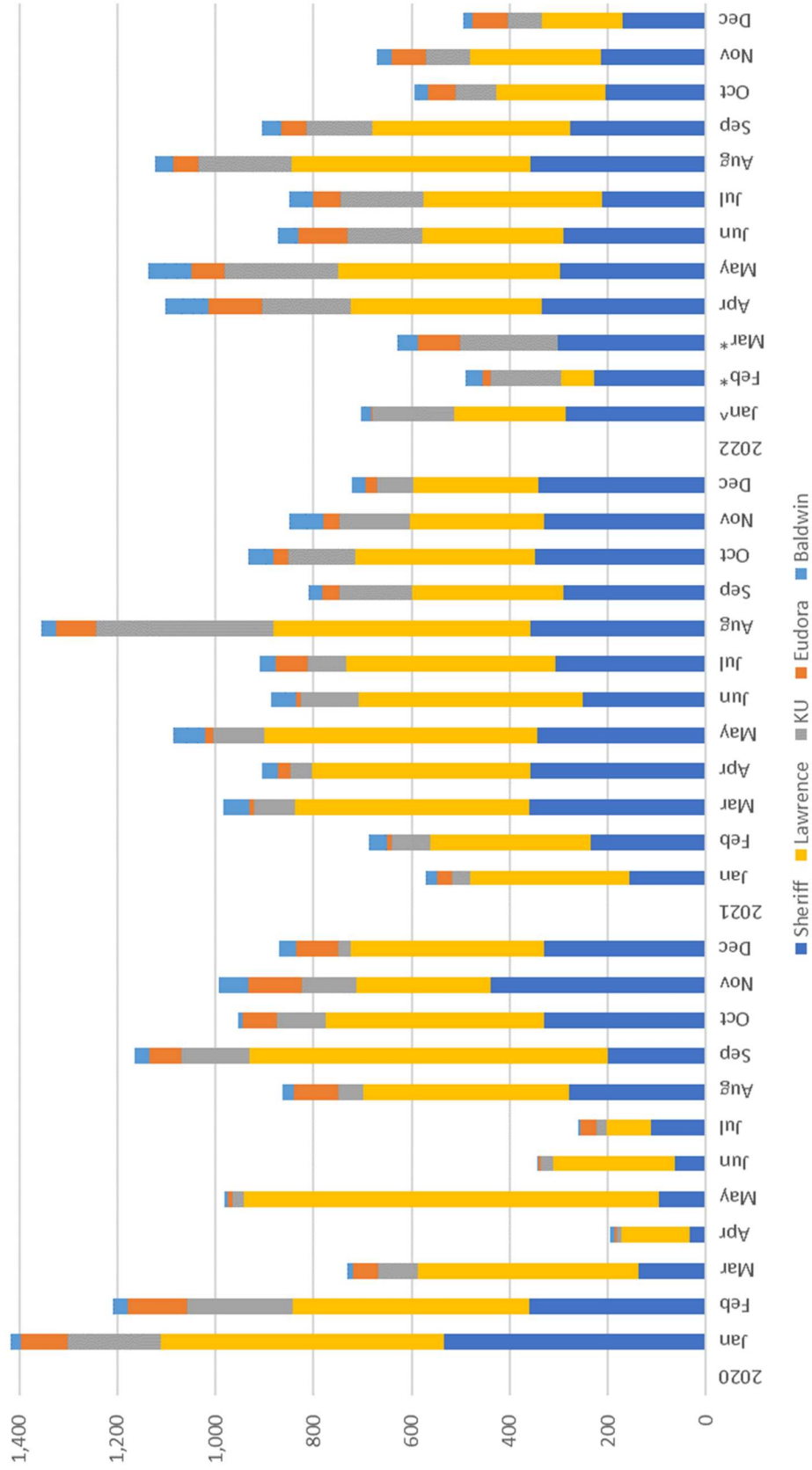
Notes: * Lawrence PD did not collect data from 2/8/22 to 3/31/22. ^ Eudora PD did not collect data on all stops in January and February 2022.

Characteristics of Drivers/Subjects (2022)

	Baldwin	Eudora	KU	Lawrence	Sheriff	All Agencies
Number of stops	521	739	1,811	3,332	3,175	9,578
Gender						
Male	62%	61%	64%	63%	61%	63%
Female	38%	39%	36%	36%	38%	37%
Non-binary	0%	0%	0%	0%	0%	0%
Race/Ethnicity						
American Indian	0%	1%	2%	2%	1%	2%
Asian	1%	1%	5%	2%	1%	2%
Black	7%	7%	13%	14%	11%	12%
East Indian	0%	0%	1%	1%	0%	1%
Hispanic	5%	7%	5%	7%	8%	7%
Middle Eastern	0%	1%	2%	2%	1%	1%
Multiple races	0%	0%	0%	1%	0%	0%
White	88%	83%	73%	72%	77%	75%
Residency						
Douglas county	59%	50%	53%	73%	53%	60%
Other KS county	31%	39%	27%	17%	37%	28%
Out-of-state	9%	11%	21%	10%	10%	12%
Age						
Under 15	1%	0%	0%	0%	0%	0%
15-24	38%	29%	65%	36%	32%	40%
25-34	17%	21%	15%	20%	22%	20%
35-44	15%	16%	8%	15%	17%	15%
45-54	11%	14%	5%	10%	12%	10%
55-64	10%	9%	4%	7%	10%	7%
65 and over	8%	9%	2%	5%	6%	5%
Missing	1%	2%	0%	7%	1%	3%

Characteristics of Stops (2022)

	Baldwin	Eudora	KU	Lawrence	Sheriff	All Agencies
Number of stops	521	739	1,811	3,332	3,175	9,578
Traffic stops	100%	100%	93%	93%	99%	96%
Pedestrian stops	0%	0%	7%	7%	1%	4%
Basis for stop*						
APB/BOLO	0%	0%	0%	1%	0%	0%
Call for service	0%	0%	2%	1%	1%	1%
Equipment/inspection	14%	17%	21%	22%	13%	18%
Motorist assist	0%	0%	0%	1%	0%	0%
Registration	5%	7%	14%	14%	9%	11%
Special detail	0%	1%	4%	11%	4%	6%
Speeding 10mph and up	37%	49%	13%	17%	57%	33%
Speeding less than 10mph	7%	1%	0%	1%	2%	2%
State statute violation	1%	1%	1%	3%	4%	2%
Stop sign/light	0%	11%	24%	4%	0%	7%
Suspicious person	0%	0%	1%	4%	1%	2%
Warrant	1%	0%	0%	1%	1%	1%
Violation city ordinance	23%	0%	4%	7%	0%	4%
Other traffic violation	16%	20%	19%	31%	14%	22%
Duration of stop						
0-15 min	87%	91%	89%	87%	91%	89%
16-30 min	10%	8%	7%	9%	7%	8%
Over 30 min	3%	1%	4%	4%	2%	3%
Outcome of stop						
Arrest	2%	1%	3%	3%	2%	2%
Citation	7%	19%	16%	27%	12%	18%
No action	0%	0%	1%	6%	1%	3%
NTA	2%	1%	6%	5%	2%	4%
Warning	89%	79%	75%	62%	83%	74%
Searches						
Any search	4.6%	2.8%	3.7%	7.5%	4.4%	5.2%
Discretionary search	2.5%	2.0%	0.9%	5.0%	2.6%	3.1%

Notes: * Multiple bases can be listed for a single stop; rows do not sum to 100%.
Discretionary searches exclude searches incident to arrest and tow/inventory.

The figure below displays the five most common bases for stops in 2022. Smaller categories like special detail and warrant are summarized in the table above. Equipment/inspection stops include stops for broken headlights and anything defective with a vehicle. "Other" traffic violations include violations not specifically listed on the stop survey form, such as headlights turned off and failing to use a turn signal. While a wide range of stops fall into the "other" traffic violation category, they are more likely to be lower level, higher discretion, and less safety-related.

Common bases for stops (2022)
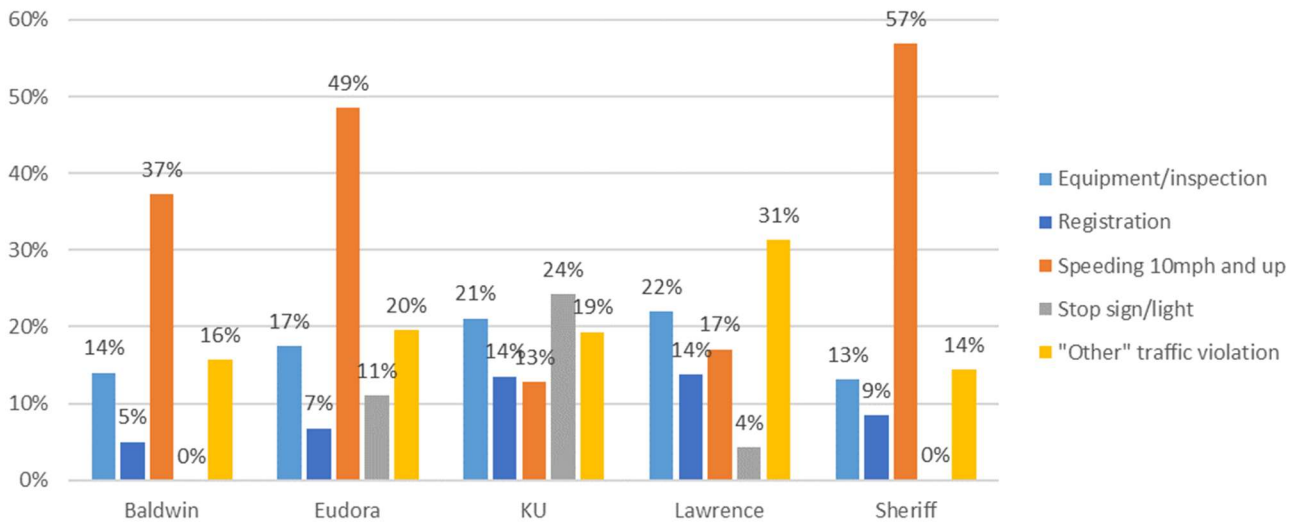
There is variation by race and ethnicity in the basis for stops. The figure below shows the percentage of stops for equipment, registration, and "other" traffic violations. In general, these three categories of stops are more likely to be lower level, higher discretion, and less safety-related. Officers can list multiple bases for a single stop; the percentages in the figure exclude any stops where an officer listed a basis other than equipment, registration, or "other" (e.g., if the officer also listed speeding). Racial groups with less than 50 stops are not displayed.

The figure indicates that equipment, registration, and "other" violations account for 43% of Asian subjects' stops and 45% of white subjects' stops. They account for larger percentages of stops for Hispanic, Middle Eastern, Black, and American Indian drivers.

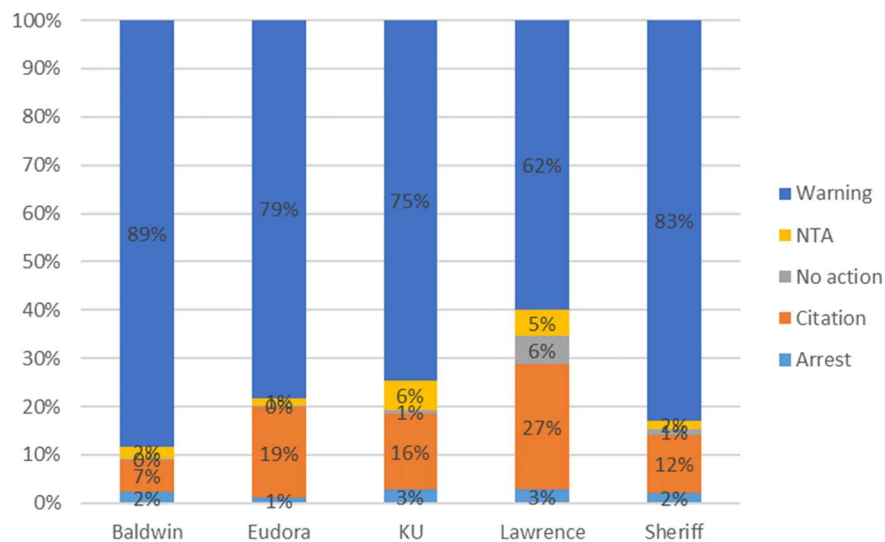## Percent of Stops for Equipment, Registration, and "Other" Traffic Violations (2022)
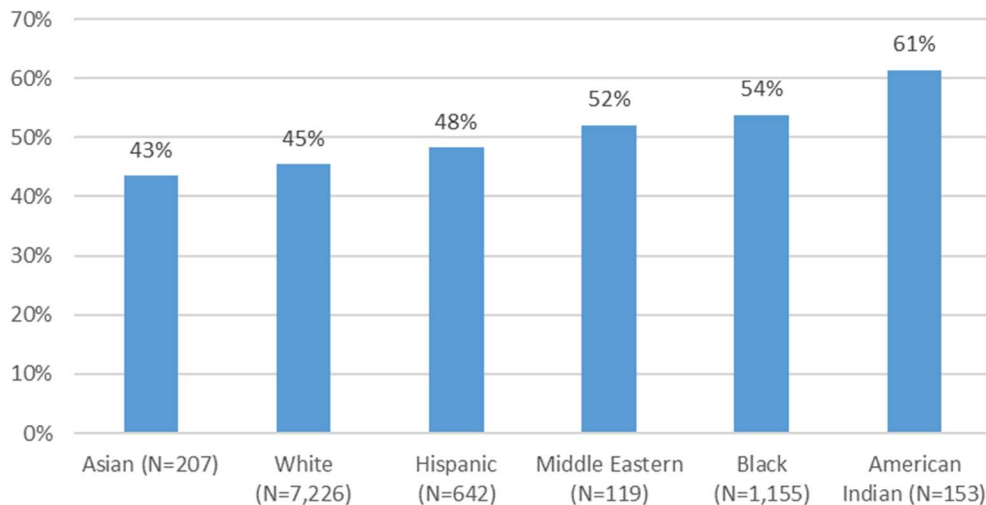
A larger share of stops for Lawrence PD and KU PD are for equipment, registration, and "other" traffic violations, as shown below. For three agencies (KU PD, Lawrence PD, and Sheriff's Office), Black subjects were more likely to have these types of stops than white subjects in 2022. Only the Sheriff's Office had a Black-white disparity in each year from 2020 to 2022.
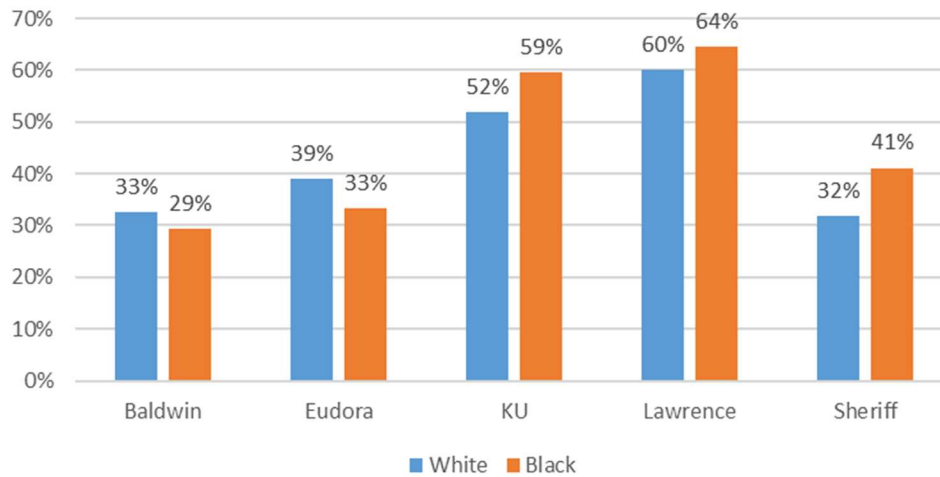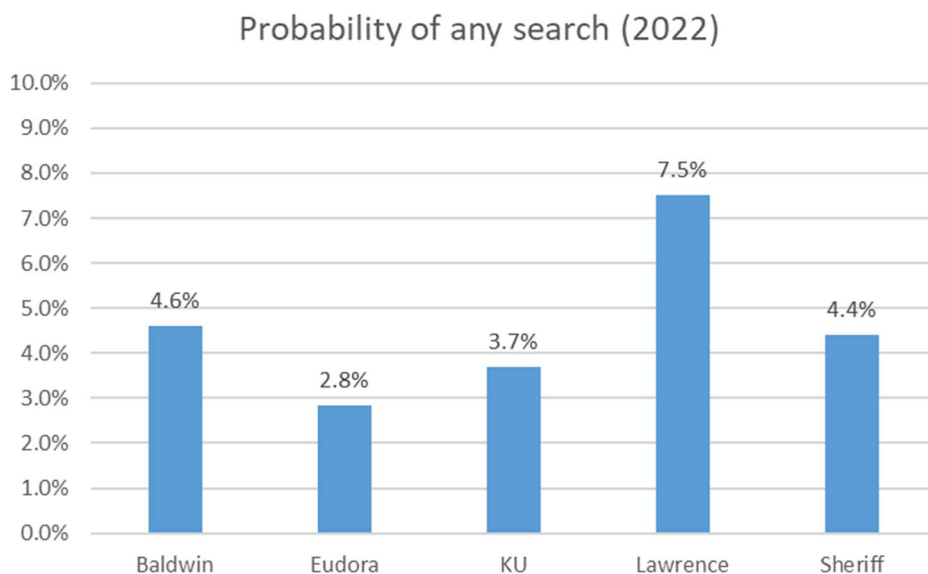

Baldwin PD officers gave warnings in 89% of their stops in 2022. Lawrence PD officers gave warnings in 62% of their stops and citations in 27%. Other agencies' percentages are in between. Douglas County's citation percentage is much lower than many other U.S. jurisdictions' percentages. For example, Missouri's citation rate is 46%.[1] Even Lawrence PD's rate is 20 percentage points lower than Missouri's. The difference between Douglas County and other jurisdictions could be the result of Douglas County officers making more unnecessary stops that are not ticketable or actionable, officers and chiefs in Douglas County having a policy or personal inclination to give more warnings, or a combination of these reasons.

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[1] Missouri Attorney General's Office, *Missouri Vehicle Stops 2021 Annual Report*, https://ago.mo.gov/docs/default-source/vsr/2021-vsr/2021-vsr-final/2021-vehicle-stops-annual-report.pdf.

The 2022 stop data includes 502 searches. The figure indicates that 7.5% of stops by Lawrence PD resulted in a search in 2022. 2.8% of stops by Eudora PD resulted in a search. Other agencies' percentages are in between. See section 6 for a review of other U.S. jurisdictions' search rates. Douglas County agencies' search rates are comparable to other agencies' rates.

Probability of any search (2022)

Agency	Rate
Baldwin	4.6%
Eudora	2.8%
KU	3.7%
Lawrence	7.5%
Sheriff	4.4%

Characteristics of Searches (2022)

	Baldwin	Eudora	KU	Lawrence	Sheriff	All Agencies
Number of searches	24	21	67	250	140	502
Subject of search						
Driver	54%	90%	40%	66%	45%	57%
Passenger	21%	14%	7%	24%	7%	17%
Pedestrian	0%	0%	48%	9%	11%	14%
Vehicle	79%	62%	13%	63%	68%	58%
Search reason						
Incident to arrest	46%	24%	75%	32%	40%	40%
Consent	4%	10%	6%	29%	11%	19%
Probable cause	67%	62%	18%	52%	54%	49%
Terry frisk	17%	5%	0%	6%	0%	4%
Inventory/tow	8%	5%	0%	2%	0%	1%
Evidence found	**63%**	**71%**	**30%**	**58%**	**61%**	**56%**
Alcohol	8%	19%	9%	14%	16%	14%
Drugs/paraphernalia	54%	62%	19%	42%	46%	42%
Firearm	4%	10%	0%	2%	4%	3%
Money	0%	0%	0%	1%	0%	1%
Other	4%	0%	1%	4%	1%	3%
Weapon besides firearm	17%	0%	1%	3%	2%	3%
No evidence found	**38%**	**29%**	**70%**	**42%**	**39%**	**44%**
No evidence found in discretionary searches	**15%**	**7%**	**18%**	**34%**	**29%**	**29%**

Note: Multiple subjects, reasons, and evidence types can be listed for a single search; the rows for each category do not sum to 100%. Discretionary searches exclude searches incident to arrest and tow/inventory.

The figure below indicates that officers are more likely to report having probable cause in searches of Black subjects than white subjects in 2022. Officers are less likely to carry out consent searches of Black subjects. Consent searches occur when an officer who does not have evidence for probable cause asks if the subject is willing to submit to a search of their car or person. Many agencies seek to limit the number of consent searches carried out by officers. The Black-white disparity could be due to officers requesting consent searches less often for Black drivers, or Black drivers refusing consent searches at a higher rate. The differences between Black and white subjects in probable cause and consent search percentages are present for all agencies in 2022 with at least 25 searches.

Search reason by race/ethnicity (2022)
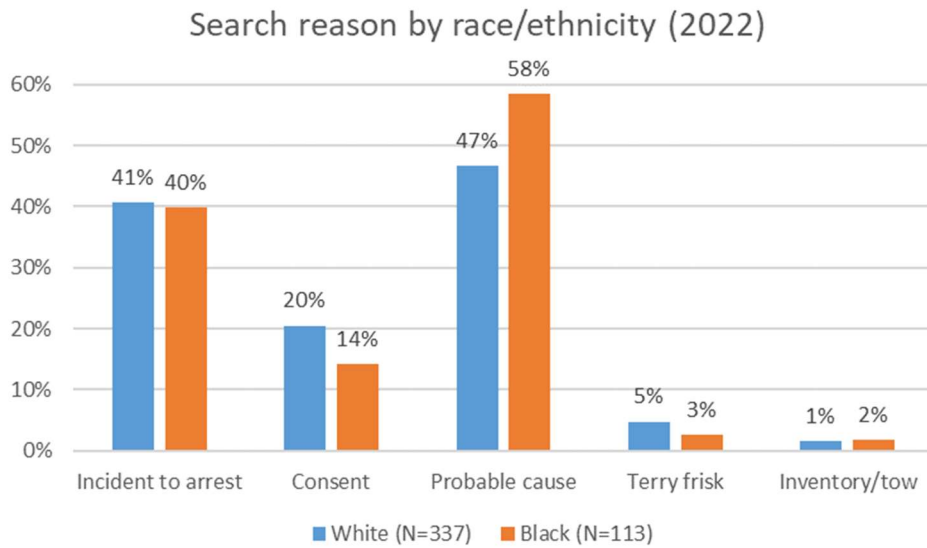
This figure shows the percentage of discretionary searches in 2022 where no contraband was found. The terms "evidence" and "contraband" are used interchangeably. Discretionary searches are defined as searches other than those incident to arrest and tow/inventory. Discretionary searches, while not required by agencies, may be strongly recommended by agencies in certain situations. The no-contraband percentages for Douglas County are lower than for many U.S. agencies, as shown in section 5.

## No evidence found in discretionary searches (2022)
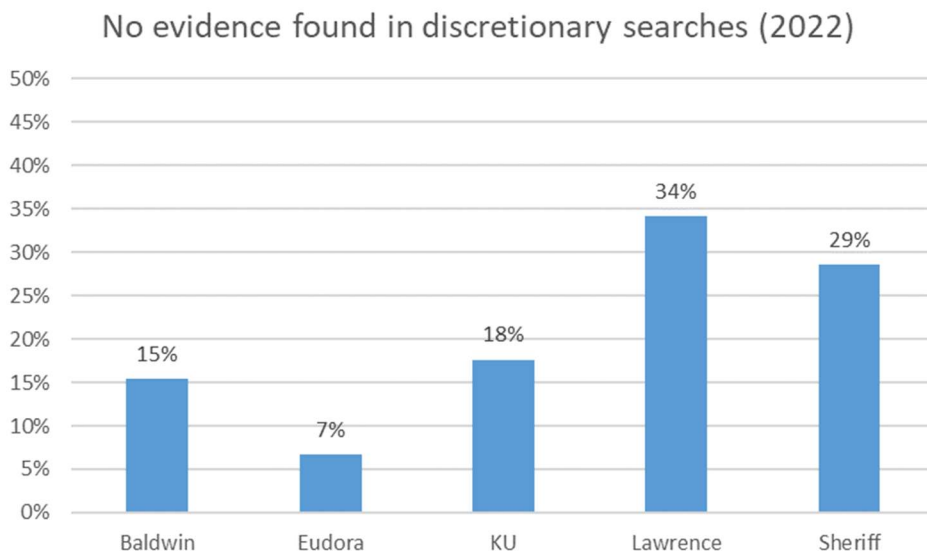
The table below indicates that 23% of subjects of discretionary searches by Douglas County law enforcement agencies in 2022 were Black. 3% of subjects of discretionary searches were American Indian and 6% were Hispanic. There is variation in the racial and ethnic distribution by agency. Strikingly high, 52% of Eudora PD's searches are Black subjects. The comparable percentages are 21% for Lawrence PD and 25% for the Sheriff's Office. By contrast, 5% of Douglas County's population is Black, although different cities' residential populations vary.

Race/Ethnicity of Subjects of Discretionary Searches (2022)

	Baldwin		Eudora		KU		Lawrence		Sheriff		All Agencies	
American Indian	0	*0%*	0	*0%*	0	*0%*	9	*5%*	1	*1%*	10	*3%*
Asian	0	*0%*	0	*0%*	0	*0%*	0	*0%*	1	*1%*	1	*0%*
Black	1	*8%*	8	*53%*	3	*18%*	35	*21%*	21	*25%*	68	*23%*
Hispanic	1	*8%*	1	*7%*	0	*0%*	10	*6%*	7	*8%*	19	*6%*
Multiple Races	0	*0%*	0	*0%*	0	*0%*	1	*1%*	0	*0%*	1	*0%*
White	11	*85%*	6	*40%*	14	*82%*	112	*67%*	54	*64%*	197	*67%*
Total	13	*100%*	15	*100%*	17	*100%*	167	*100%*	84	*100%*	296	*100%*

Note: Discretionary searches exclude searches incident to arrest and tow/inventory.

Race/ethnicity of subjects of discretionary searches (2022)
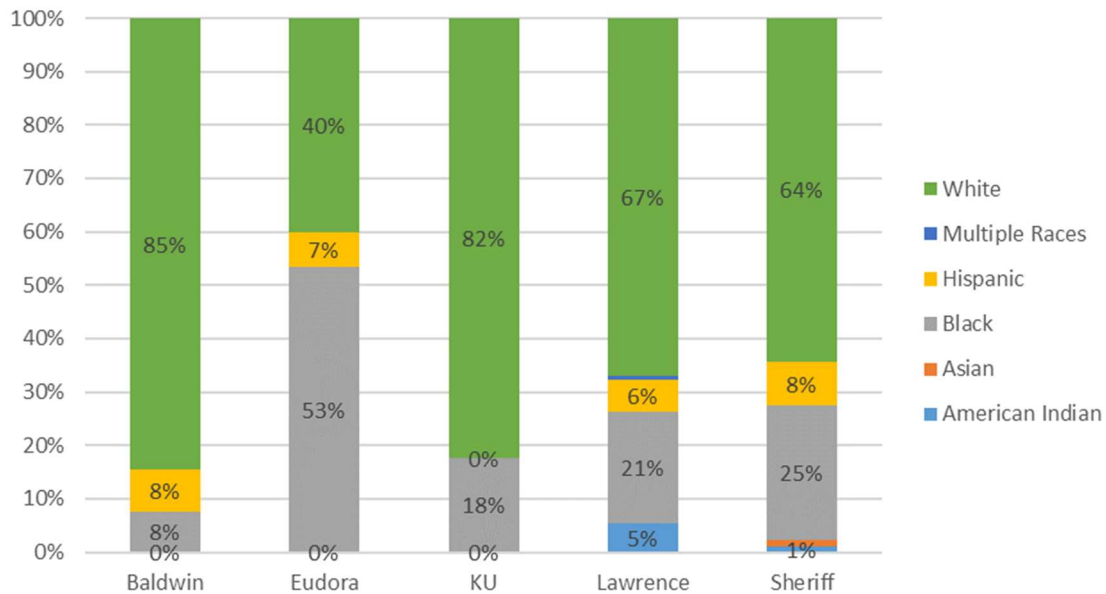
2. Citation Rate Disparities. Douglas County did not have extensive racial disparities in citation rates in 2022, with the exception of equipment citations in the Sheriff's Office. Eudora PD and Baldwin PD have some disparities, but see the notes below about using multiple years of data when interpreting disparities for the smaller agencies and categories.

The "all agencies" column in the table indicates that the probability of a white subject receiving a citation during a stop is 18% in Douglas County. The probability of a non-white subject receiving a citation is 18%, and the probability is 16% for Black subjects. The ratio of the non-white probability to the white probability is 1.0, indicating no disparity. The ratio of the Black probability to the white probability is .9, indicating no disparity. Ratios above 1.0 indicate a disparity. *The non-white category includes subjects who are Black or any race/ethnicity besides non-Hispanic white.*

The table and figures summarize the data by agency. Statistics are only displayed for categories with at least 15 stops. Statistics will vary year-to-year more for the smaller agencies with fewer stops (i.e., Baldwin, Eudora, and KU) than the larger agencies (i.e., Lawrence and Sheriff). For the smaller agencies and categories, statistics should be viewed in conjunction with the 2020 to 2021 data displayed in section 7. *Due to normal fluctuations in the data across years, ratios below 1.5 for individual agencies should not be interpreted as overly problematic. For smaller agencies, disparities that occur in all years should be viewed as most problematic.*

For individual agencies, the Sheriff's Office has disparities well above 1.5 for equipment/inspection stops. This is the largest agency-level citation rate disparity, and it occurs in all years of data. Eudora PD and Baldwin PD both have disparities above 1.5 in multiple categories. While the sample sizes are small for Eudora PD and Baldwin PD, and there are no consistently large citation rate disparities across all years for these two agencies, the presence of multiple disparities for each agency suggests that their citation rates should be monitored in future years.
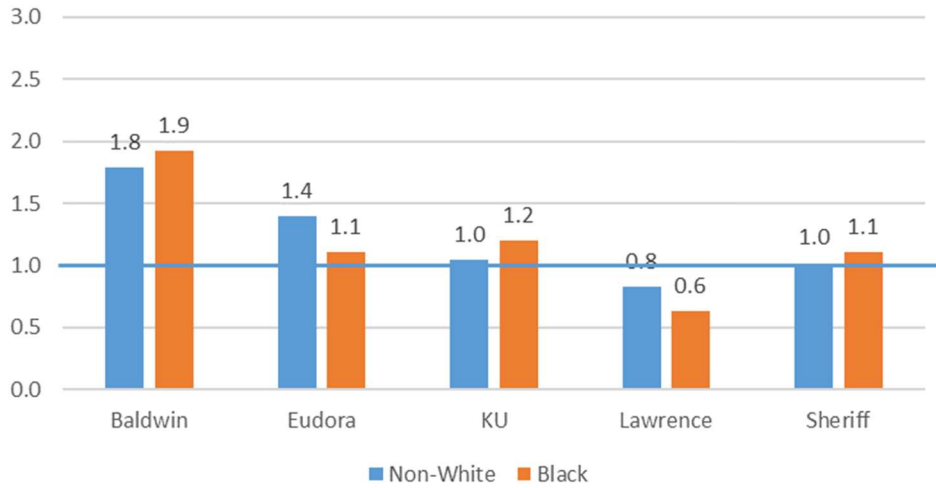
Racial Disparities in Probability of a Citation (2022)

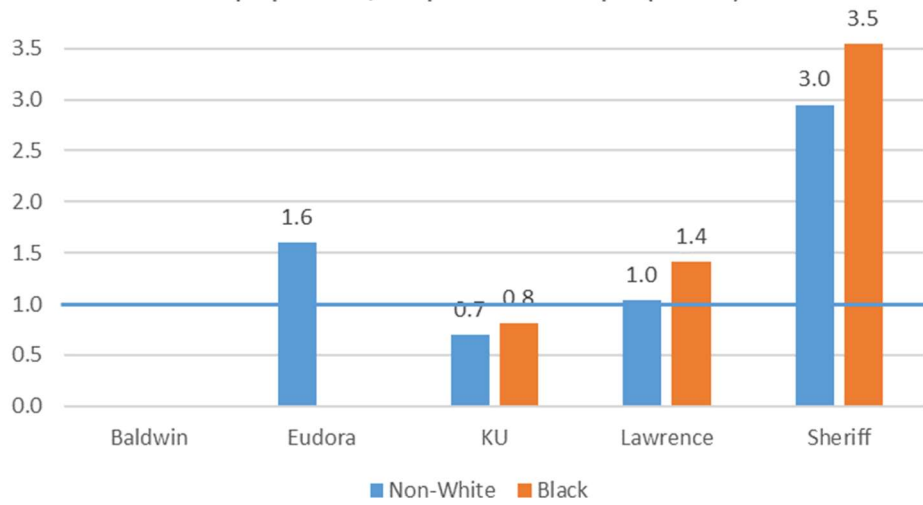|	Baldwin	Eudora	KU	Lawrence	Sheriff	All Agencies
All Stops						
Probability of Citation						
White	6%	18%	16%	28%	12%	18%
Non-White	11%	25%	16%	23%	12%	18%
Black	12%	20%	19%	18%	13%	16%
Ratio						
Non-White	1.8	1.4	1.0	0.8	1.0	1.0
Black	1.9	1.1	1.2	0.6	1.1	0.9
Equipment/Inspection Stops						
Probability of Citation						
White	0%	3%	17%	7%	2%	7%
Non-White	--	5%	12%	7%	6%	8%
Black	--	--	14%	10%	7%	10%
Ratio						
Non-White		1.6	0.7	1.0	3.0	1.1
Black			0.8	1.4	3.5	1.4
Speeding 10mph and Greater Stops						
Probability of Citation						
White	6%	19%	16%	63%	12%	19%
Non-White	9%	28%	25%	55%	13%	24%
Black	--	25%	17%	41%	15%	21%
Ratio						
Non-White	1.5	1.5	1.5	0.9	1.1	1.2
Black		1.3	1.1	0.6	1.2	1.1
"Other" Traffic Violation Stops						
Probability of Citation						
White	5%	14%	13%	20%	9%	15%
Non-White	--	32%	8%	16%	7%	13%
Black	--	--	4%	12%	8%	9%
Ratio						
Non-White		2.3	0.6	0.8	0.8	0.9
Black			0.3	0.6	0.9	0.6

Note: Data are displayed for categories with at least 15 stops.
Stops with multiple reasons for the stop are excluded (except in the "all stops" section).
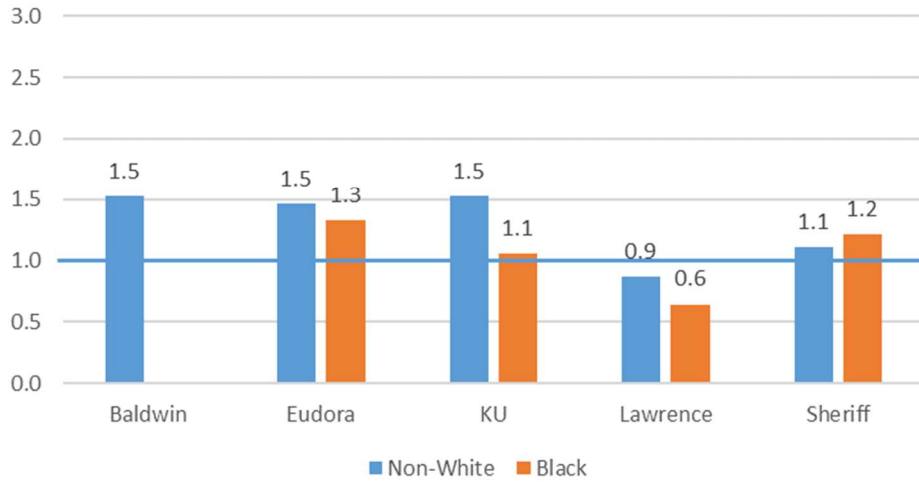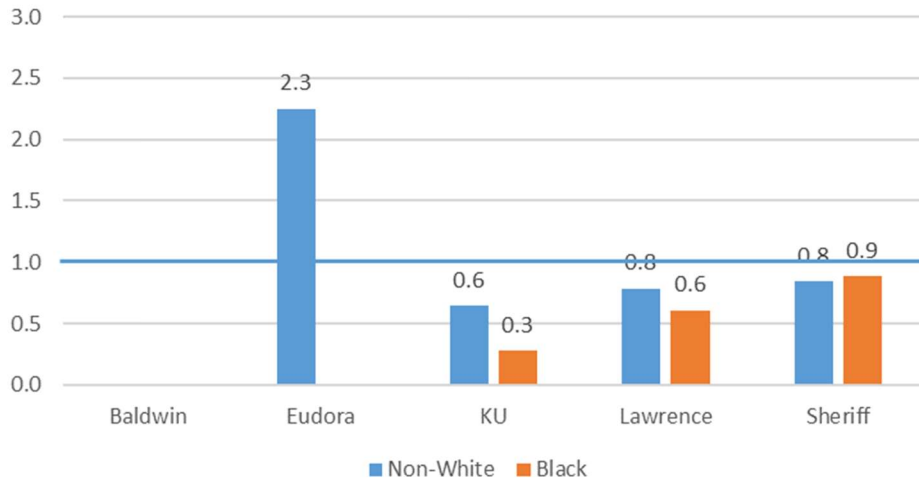
Ratios of Citation Rates to White Rates (2022)

Bar chart showing ratios of citation rates to white rates by agency:

Agency	Non-White	Black
Baldwin	1.8	1.9
Eudora	1.4	1.1
KU	1.0	1.2
Lawrence	0.8	0.6
Sheriff	1.0	1.1

Ratios of Citation Rates to White Rates - Equipment/Inspection Stops (2022)

Bar chart showing ratios of citation rates to white rates for equipment/inspection stops by agency:

Agency	Non-White	Black
Baldwin		
Eudora	1.6	
KU	0.7	0.8
Lawrence	1.0	1.4
Sheriff	3.0	3.5

Ratios of Citation Rates to White Rates - Speeding 10mph+ Stops (2022)

Non-White / Black

Agency	Non-White	Black
Baldwin	1.5	
Eudora	1.5	1.3
KU	1.5	1.1
Lawrence	0.9	0.6
Sheriff	1.1	1.2

Ratios of Citation Rates to White Rates - "Other" Violation Stops (2022)

Agency	Non-White	Black
Baldwin		
Eudora	2.3	
KU	0.6	0.3
Lawrence	0.8	0.6
Sheriff	0.8	0.9

3. Search Rate Disparities. For many law enforcement agencies across the U.S., searches are associated with significant racial disparities. Douglas County is no exception. Across all Douglas County agencies in 2022, the probability of a white driver or pedestrian being searched during a stop is 4.7%. The probability of a non-white subject being searched is 7.0%, and the probability is 9.8% for Black subjects. The ratio of the non-white to white probability is 1.5, indicating a disparity. The ratio of the Black to white probability is 2.1, indicating a disparity. In other words, Black subjects are 2.1 times more likely to be searched during a stop than white subjects. With regard to individual agencies, each agency has a Black-to-white ratio above 1.5 for all searches in 2022.

For discretionary searches, Eudora PD and the Sheriff's Office have ratios for non-whites to whites above 1.5. Eudora PD, Lawrence PD, and the Sheriff's Office have ratios for Blacks to whites above 1.5. Eudora PD did not collect data on all stops in January and February 2022, and may have potentially not recorded a small number of searches, which could modestly influence its observed disparities. That agency only recorded 15 discretionary searches in 2022. Nevertheless, the Eudora PD Black-white ratio for discretionary searches is strikingly large at 16.1.
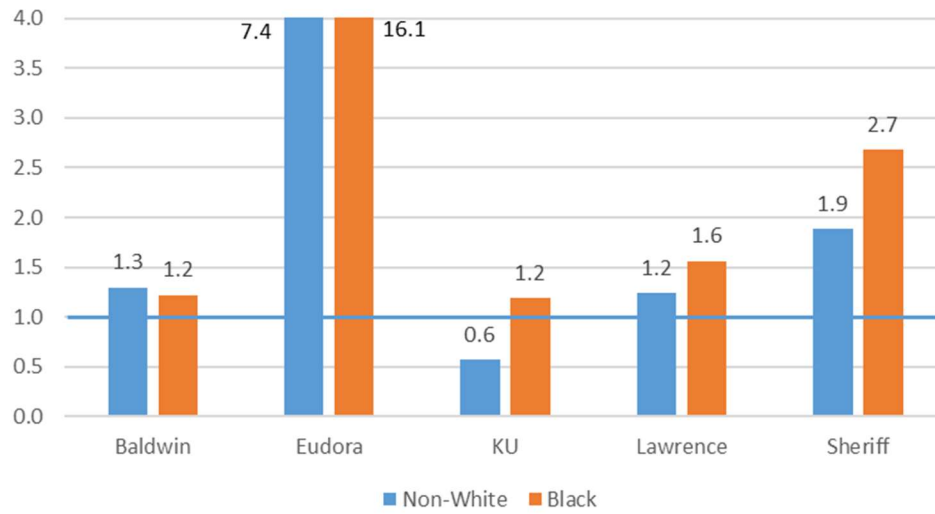
It is helpful to view the 2022 statistics in conjunction with the 2020 to 2021 statistics, especially for the smaller agencies. Section 7 displays the information from 2020 to 2021. *When compared to 2020 to 2021, the 2022 discretionary search rate disparities were lower for the Sheriff's Office, Lawrence PD, KU PD, and Baldwin PD.* From 2020 to 2021, Eudora PD had a ratio of 1.5 for non-white subjects and 1.0 for Black subjects. The Sheriff's Office had a Black-white ratio of 3.5 and Lawrence PD had a Black-white ratio of 2.2 for discretionary searches from 2020 to 2021.

Racial Disparities in Probability of a Search (2022)

	Baldwin	Eudora	KU	Lawrence	Sheriff	All Agencies
Probability of Any Search						
White	4.2%	2.0%	3.6%	7.0%	3.8%	4.7%
Non-White	7.8%	7.2%	4.0%	8.8%	6.6%	7.0%
Black	11.8%	15.7%	6.3%	11.3%	9.0%	9.8%
Ratio						
Non-White	1.9	3.7	1.1	1.3	1.8	1.5
Black	2.8	8.0	1.8	1.6	2.4	2.1
Probability of Discretionary Search						
White	2.4%	1.0%	1.1%	4.7%	2.2%	2.7%
Non-White	3.1%	7.2%	0.6%	5.8%	4.1%	4.2%
Black	2.9%	15.7%	1.3%	7.3%	5.9%	5.9%
Ratio						
Non-White	1.3	7.4	0.6	1.2	1.9	1.5
Black	1.2	16.1	1.2	1.6	2.7	2.2

Note: Discretionary searches exclude searches incident to arrest and tow/inventory.

Ratios of Discretionary Search Rates to White Rates (2022)

Chart data (Ratio values by agency):

Agency	Non-White	Black
Baldwin	1.3	1.2
Eudora	7.4	16.1
KU	0.6	1.2
Lawrence	1.2	1.6
Sheriff	1.9	2.7

■ Non-White   ■ Black

Note: Eudora PD values are above the displayed y-axis values. See table above.

Disparities in contraband hit rates in 2022 tended to be small. The probability of an officer not finding any contraband during a search of a white driver is 43% in Douglas County. The probability of an officer not finding any contraband during a search of a non-white subjects is 46%, and the probability is 43% for Black subjects. The ratio of the non-white probability to the white probability is 1.1, indicating no significant disparity. The ratio of the Black probability to the white probability is 1.0, indicating no disparity.

For discretionary searches, the Sheriff's Office has a disparity ratio above 1.5 for non-white subjects; deputies are 13 percentage points (37% minus 24%) more likely to not find any contraband in discretionary searches of non-white subjects. Across all agencies, officers are slightly more likely to not find any contraband in discretionary searches of Black and non-white subjects, but the disparity ratios are close to 1.0 for both groups.

Racial Disparities in Probability of No Contraband Found (2022)

	Baldwin	Eudora	KU	Lawrence	Sheriff	All Agencies
Probability of No Contraband in All Searches						
White	32%	--	68%	41%	37%	43%
Non-White	--	--	75%	45%	42%	46%
Black	--	--	67%	43%	44%	43%
Ratio						
Non-White			1.1	1.1	1.1	1.1
Black			1.0	1.0	1.2	1.0
Probability of No Contraband in Discretionary Searches						
White	--	--	--	34%	24%	27%
Non-White	--	--	--	35%	37%	33%
Black	--	--	--	37%	29%	29%
Ratio						
Non-White				1.0	1.5	1.2
Black				1.1	1.2	1.1

Note: Data are displayed for categories with at least 15 searches.
Discretionary searches exclude searches incident to arrest and tow/inventory.

Ratios of No Contraband Rates to White Rates (Discretionary Searches, 2022)
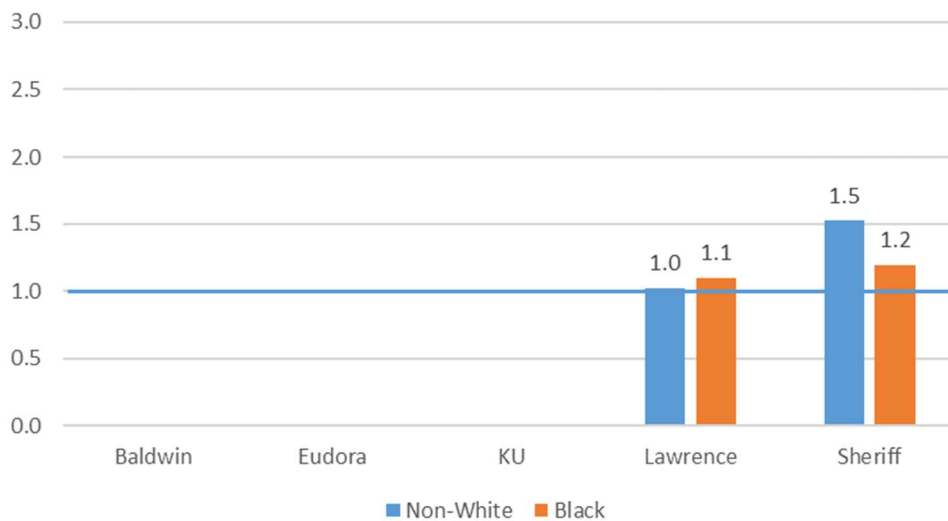
4. Rates Relative to Population. Black residents of Douglas County are 2.5 times more likely to be stopped than white residents, relative to their size of the county's driving-age population. Only stops of Douglas County residents are used in the calculation. 5% of the county's driving-age population is Black, 4% is American Indian, and 6% is Hispanic, according to the Census. Using Census data provides a conservative statistical benchmark because it underestimates racial disparities in law enforcement stops.[2] The disparity for Black residents has not changed from 2020 to 2022.[3] There are no observed disparities for other racial/ethnic groups besides Black residents.[4] Douglas County's ratio of 2.5 is large compared to other U.S. jurisdictions, as shown in section 5.

The table also indicates that, not accounting for individuals stopped multiple times, 43% of Black Douglas County driving-age residents were stopped in the three years from 2020 to 2022. There is no definitive way to account for people stopped multiple times in the data. However, assuming that 15% of stops are repeat stops for the same individuals, *37% of Black Douglas County driving-age residents have been stopped in the three years from 2020 to 2022*. The comparable percentage for whites is 15%. The Black rate is particularly high considering that COVID took many drivers off the road in 2020, and that the 2022 data is missing seven weeks of Lawrence PD stops.
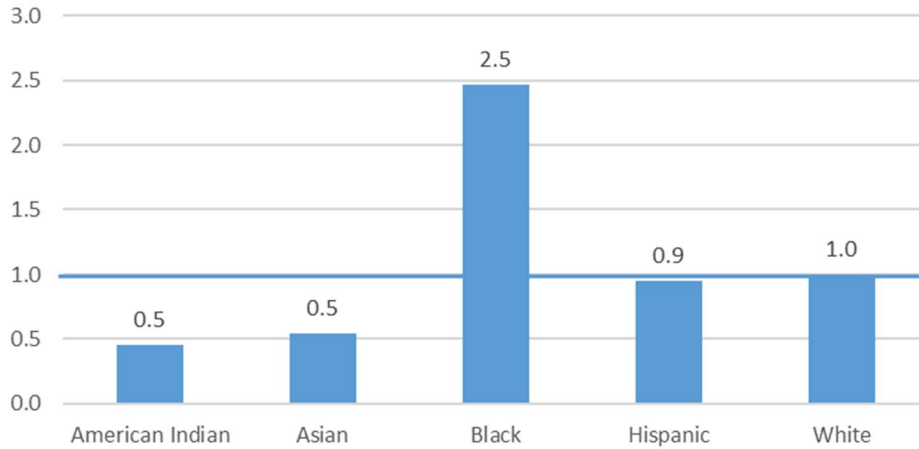
Stop rate relative to residential driving-age population (stops of Douglas County residents only)

	2020-2022				2020-2021		2022	
	Dg Co Stops	Dg Co Pop 15+	Rate	Ratio to White	Dg Co Stops	Ratio to White	Dg Co Stops	Ratio to White
American Indian	286	3,592	8%	0.5	190	0.4	96	0.5
Asian	471	4,980	9%	0.5	333	0.6	138	0.5
Black	2,167	5,041	43%	2.5	1,495	2.5	672	2.5
Hispanic	1,018	6,181	16%	0.9	676	0.9	341	1.0
White	14,023	80,513	17%	1.0	9,641	1.0	4,380	1.0
Total	18,371	101,194	18%	--	12,623	--	5,745	--

[2] A national expert in law enforcement stop data analysis, Frank Baumgartner, finds that Census data provide a reasonable but conservative statistical benchmark when calculating racial and ethnic disparities in stops. Benchmarking with Census data tends to underestimate disparities: "It is well documented that whites typically have greater access to vehicles and tend to drive longer distances than minority drivers" (Baumgartner, 2022, *Benchmarking Traffic Stop Data*, https://fbaum.unc.edu/TrafficStops/Baumgartner-benchmarking.pdf). Specifically, research indicates that Black-white disparities in law enforcement stop rates are underreported by 15% when based on Census data (Fliss, 2019, *Racial Disparities in Law Enforcement Traffic Stops*, https://cdr.lib.unc.edu/concern/dissertations/8049g994g). Fliss accounts for differential vehicle access, driving volume, and travel between jurisdictions by race.

[3] The report by Jack McDevitt and Janice Iwama calculated a Black-white stop rate ratio of 2.7 using 2020 to 2021 Douglas County data. The current report determines the ratio to be 2.5 for multiple reasons. First, the current report counts people who identify as Hispanic and white as Hispanic (in both Census and stop data). The previous report counted people who identified as Hispanic and white as white (in both Census and stop data for purposes of benchmarking). Additionally, the current report handles people who report multiple races in the Census differently. Officers in Douglas County very rarely identify a subject as having multiple races (accounting for 0.4% of stops) despite the Census showing 4.5% of the population as self-identifying with multiple races. Therefore, for purposes of benchmarking in this report, a portion of the multiple race category in the Census is assigned to specific racial and ethnic categories based on the races and ethnicities they report. Finally, the current report classifies people who are identified as Hispanic and Black, Asian, or American Indian as Black, Asian, or American Indian (in both Census and stop data).

[4] Research shows that law enforcement stop data tends to underestimate racial disparities for Hispanics relative to whites because officers sometimes report Hispanic drivers as white non-Hispanic. It is uncertain how large this underestimate is for Douglas County. Although even if the Hispanic ratio of .9 were somewhat higher, it would likely not reflect a large disparity. Laniyonu and Donahue, "Effect of racial misclassification in police data on estimates of racial disparities," *Criminology* (2023), https://onlinelibrary.wiley.com/doi/abs/10.1111/1745-9125.12329.

Ratios of Stop-to-Population Rates to White Rate
(Dg Co, 2020-22)

| Category	Ratio
American Indian	0.5
Asian	0.5
Black	2.5
Hispanic	0.9
White	1.0

Black residents of Douglas County are 4.8 times more likely to be searched than white residents, relative to their size of the county's driving-age population. Only searches of Douglas County residents are used in this calculation. The Black-to-white disparity ratio is similar for discretionary searches (5.1).

Search rate relative to residential driving-age population
(Douglas County residents only, 2020-2022)

	Dg Co Searches	Dg Co Pop 15+	Rate	Ratio to White
American Indian	37	3,592	1.0%	1.1
Asian	16	4,980	0.3%	0.3
Black	229	5,041	4.5%	4.8
Hispanic	75	6,181	1.2%	1.3
White	764	80,513	0.9%	1.0
Total	1,134	101,194	1.1%	--

Ratios of Search-to-Population Rates to White Rate
(Dg Co, 2020-22)

| Category	Ratio
American Indian	1.1
Asian	0.3
Black	4.8
Hispanic	1.3
White	1.0
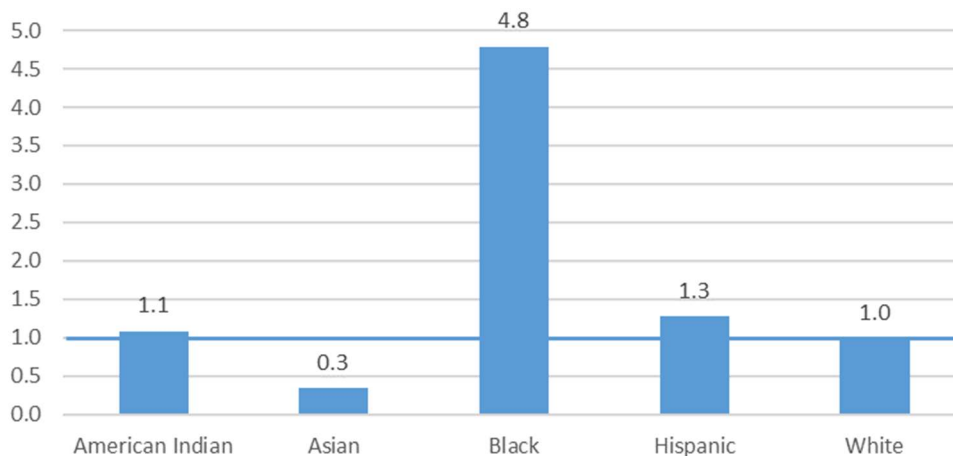
Discretionary search rate relative to residential driving-age pop (Douglas County residents only, 2020-2022)

	Dg Co Disc Searches	Dg Co Pop 15+	Rate	Ratio to White
American Indian	24	3,592	0.7%	1.3
Asian	9	4,980	0.2%	0.3
Black	136	5,041	2.7%	5.1
Hispanic	40	6,181	0.6%	1.2
White	424	80,513	0.5%	1.0
Total	642	101,194	0.6%	--

5. Comparisons with Other Jurisdictions. Douglas County's stop rate racial disparity is high compared to many other jurisdictions. To be comparable to U.S. and North Carolina data, the Douglas County data in the table and first figure below includes one year of stops[5] and includes stops for both county residents and non-residents; rates are calculated using the all-ages Census population. The rates displayed in the table should not be directly compared to the rates in tables and figures elsewhere in the report. The Douglas County ratio is 2.5 in each year of data, regardless of how non-residents are counted and what Census population is used. In other words, Black people in the county are 2.5 times more likely to be stopped than white people. The table indicates that Douglas County law enforcement officers stop a lower share of the white population annually (8.7%) than officers in many jurisdictions, and a greater share of the Black population (22.1%).

By comparison, in the sample of 35 geographically diverse mid-sized to large U.S. cities summarized in the table, Black drivers are about 1.5 times more likely to be stopped. Data for these cities is from the Stanford Open Policing Project, with an average of 2.3 million stops per year, and multiple years of data per city. The stop rates for these cities are displayed in the second figure below; circles are scaled based on the number of stops in each city. The Black-white ratio for North Carolina is 2.0, also below Douglas County's ratio.

Black-white stop rate ratios across jurisdictions

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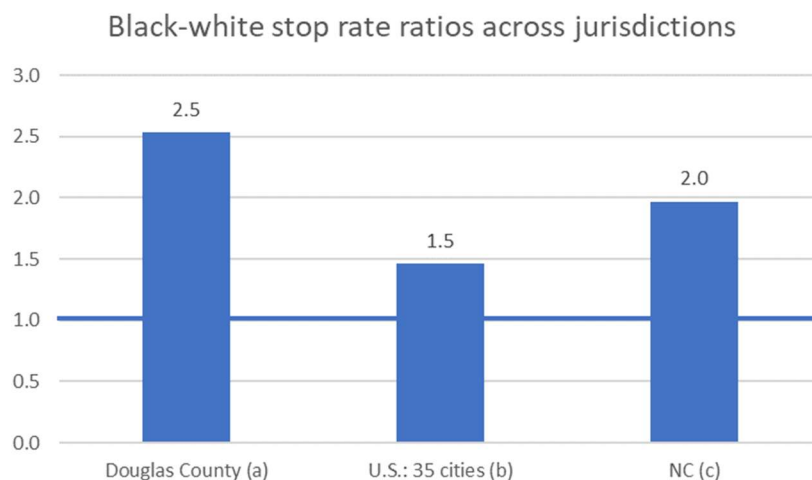
[5] Data from 2021 were selected because 2020 had fewer stops due to COVID and, in 2022, Lawrence PD did not collect data for 7 weeks and Eudora data was incomplete in multiple months. Rates are affected by the number of stops recorded.

Annual stop rate disparities across jurisdictions

	Douglas County[a]	U.S.: 35 cities[b]	NC[c]
Number of stops	10,697	2.3m annually	1.2m annually
White stop rate	8.7%	13.7%	10.2%
Black stop rate	22.1%	20.0%	20.2%
Black-white ratio	2.5	1.5	2.0

[a] Douglas County data are from 2021. To be comparable to the U.S. and NC data, the Douglas County data include stops for county residents and non-residents; rates are calculated using the all-ages Census population.

[b] Includes a geographically diverse mix of mid-sized to large cities, multiple years of data with an average of 2.3 million stops per year. Stanford Open Policing Project, data available at: https://openpolicing.stanford.edu/findings/.

[c] North Carolina data are from 2015-2020, available at: https://fbaum.unc.edu/traffic.htm.

White and Black annual stop rates for the 35 cities in Stanford Open Policing Project data

Source: Stanford Open Policing Project, https://openpolicing.stanford.edu/findings/.
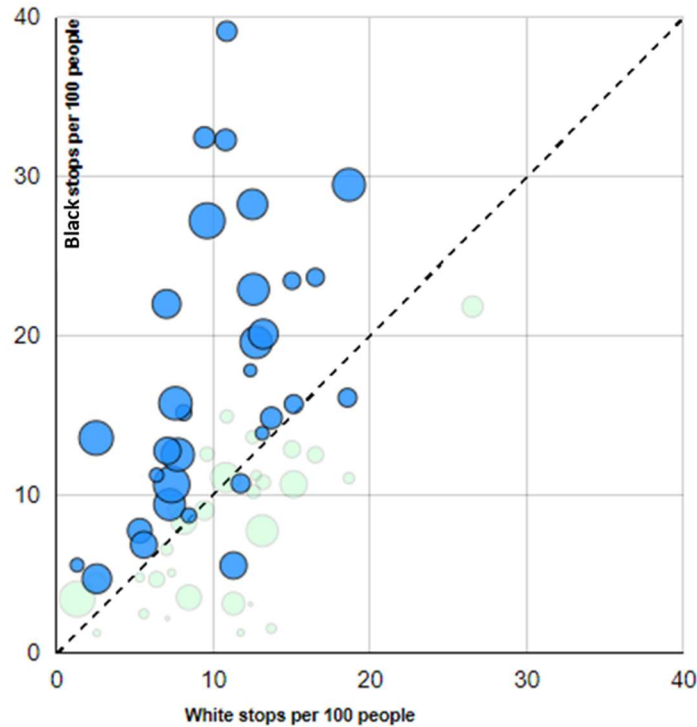
Douglas County law enforcement agencies issue citations at noticeably lower rates than agencies in the states described in this table: 20.2% of white drivers and 19.8% of Black drivers receive citations in Douglas County. The rates are similar in Massachusetts, but in that state, only citations for civil infractions (e.g., speeding, disobeying traffic signs, not signaling a turn) are counted; citations for criminal violations like DUI and driving with a suspended license that may result in arrest, notice to appear, or more serious enforcement action are not counted. Citations are issued to a significantly higher share of drivers in Missouri and California than Douglas County. Note that California percentages indicate the share receiving a citation or more serious enforcement (e.g., arrest or notice to appear). The Douglas County citation percentages do not include these more serious enforcement actions.

There is no observed citation rate disparity between Black and white drivers based on the 2020 to 2022 Douglas County averages. Black and white drivers are equally likely to receive a citation when stopped (ratios of 1.0 indicate no disparity). Baldwin and Eudora PD have somewhat higher citation rate ratios than Lawrence PD, Sheriff's Office, and KU PD. Tables elsewhere in the report highlight specific categories of enforcement with disparate citation rates by race. In Missouri, Black drivers are 1.4 times more likely to receive a citation than white drivers once pulled over. The ratio in California is .8, indicating that Black drivers are less likely to receive a citation or more serious enforcement action than white drivers. The ratio in Massachusetts is 1.0, like Douglas County's.

Citation rate disparities across jurisdictions
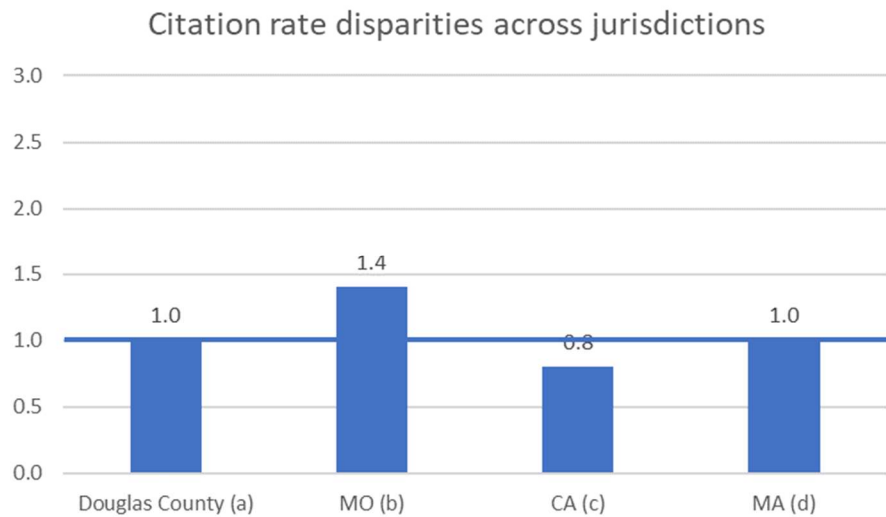
Citation rate disparities across jurisdictions

	Douglas County[a]	MO[b]	CA[c]	MA[d]
Number of stops	30,262	4.9m	4.0m	425,702
White citation rate	20.2%	42.9%	64.0%	24.3%
Black citation rate	19.8%	58.6%	52.8%	23.7%
Black-white ratio	1.0	1.4	0.8	1.0

Black-white ratio by agency:

Lawrence PD	0.8
Baldwin PD	1.5
Eudora PD	1.6
Sheriff's Office	1.1
KU PD	1.1

[a] Douglas County data are from 2020-2022 and indicate the percentage of stops where the driver was issued a citation.
[b] MO data are from 2021, available at: https://ago.mo.gov/docs/default-source/vsr/2021-vsr/2021-vsr-final/2021-vehicle-stops-annual-report.pdf.
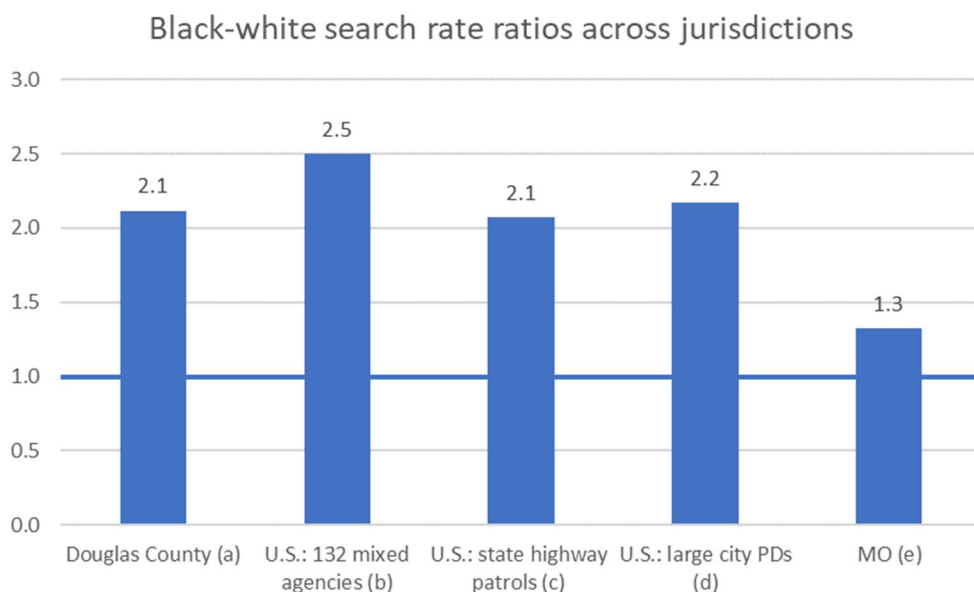[c] CA percentages indicate the share receiving a citation or more serious enforcement (e.g., arrest or notice to appear). Data are for the 15 largest law enforcement agencies in the state in 2019: https://www.ppic.org/publication/racial-disparities-in-law-enforcement-stops/.
[d] MA percentages include citations for civil infractions (e.g., speeding, disobeying traffic signs, not signaling a turn), and exclude citations for criminal violations like DUI and driving with a suspended license that may result in arrest, notice to appear, or more serious enforcement action. Data are from 2020 and available at: https://www.mass.gov/doc/2020-massachusetts-uniform-citation-data-analysis-report/download.

Douglas County law enforcement agencies' overall search rates (for all racial/ethnic groups) are roughly in line with agencies elsewhere in the U.S. The top portion of the table below displays search rates for all racial/ethnic groups. "Searches" in this section refer to all types of searches, discretionary and non-discretionary.

For many agencies across the U.S., searches are the area of law enforcement action with the most significant racial disparities. As shown in the highlighted row in the table, Black-white search rate ratios range from 1.3 in Missouri to 2.5 for the 132 U.S. agencies summarized by Baumgartner et al. (2017).[6] In other words, Black drivers are over twice as likely to be searched as white drivers in these jurisdictions, besides Missouri. Douglas County also has significant search rate racial disparities. Douglas County is most similar to large U.S. city PDs, which search 4.5% of white subjects and 9.7% of Black subjects, with a Black-white ratio of 2.2. Douglas County's ratio is 2.1. The Black-white ratio is above 1.0 for all Douglas County agencies and is highest for the Sheriff's Office and Eudora PD. Even though many jurisdictions have significant search rate disparities, Douglas County agencies should still seek to reduce their disparities.

Black-white search rate ratios across jurisdictions

Search rate disparities across jurisdictions

	Douglas County[a]		U.S.: 132 mixed agencies[b]	U.S.: state highway patrols[c]	U.S.: large city PDs[d]	MO[e]
Number of stops	30,262		11.3m annually	3.5m annually	776k annually	4.9m
Search rates for all racial/ethnic groups:						
Lawrence PD	7.2%	Police depts	6.3%			
Baldwin PD	5.4%					
Eudora PD	3.1%					
Sheriff	4.7%	Sheriff depts	3.9%			
KU PD	5.1%	Misc and specialized agencies	1.1%			
		State highway patrols	2.1%			
White search rate	5.0%	White search rate	3.3%	1.8%	4.5%	6.5%
Black search rate	10.5%	Black search rate	7.6%	3.7%	9.7%	8.6%
Black-white ratio	2.1	Black-white ratio	2.5	2.1	2.2	1.3
Black-white ratio by agency:						
Lawrence PD	1.9					
Baldwin PD	2.0					
Eudora PD	3.6					
Sheriff's Office	2.5					
KU PD	1.7					

[a] Douglas County data are from 2020-2022 and indicate the percentage of stops resulting in a search.

[b] Data are from 132 law enforcement agencies across 16 states, an average of 4.9 years of data per agency, from Baumgartner et al. (2017): http://fbaum.unc.edu/articles/RacialDisparitiesInTrafficStops.pdf. The Black-white ratio of 2.5 is the average ratio across agency-years.

[c] Includes state highway patrols for 21 states, multiple years of data with an average of 3.5 million stops per year, Stanford Open Policing Project data: https://openpolicing.stanford.edu/findings/.

[d] Includes all city divisions within Nashville, New Orleans, Philadelphia, Plano TX, San Diego, and San Francisco (Stanford Open Policing Project data).

[e] MO data are from 2021, available at: https://ago.mo.gov/docs/default-source/vsr/2021-vsr/2021-vsr-final/2021-vehicle-stops-annual-report.pdf.

Douglas County law enforcement officers fail to find contraband (e.g., drugs or weapons) in searches at a significantly lower rate than officers in other jurisdictions. Officers in Douglas County fail to find contraband in 44.0% of searches of white subjects and 42.1% of searches of Black subjects, on average. The Black-white ratio is 1.0 for Douglas County, indicating no disparity. For U.S. state highway patrols, large city PDs, and Missouri agencies, the no-contraband-found rates are much higher. Note that this table displays rates at which no contraband is found in searches, whereas some jurisdictions report contraband hit rates in their reports.

No major racial disparities in contraband rates are observed in this table. In large city PDs, officers are about 4 percentage points more likely to fail to find contraband in searches of Black subjects, but the ratio does not rise above 1.0. For Douglas County, there is modest variation in contraband ratios across agencies (see tables and figures above for 2022 statistics).

Black-white contraband hit rate ratios across jurisdictions

Disparities in rates of no contraband found in searches across jurisdictions

	Douglas County[a]	U.S.: state highway patrols[b]	U.S.: large city PDs[c]	MO[d]
Number of stops	30,262	3.5m annually	776k annually	4.9m
White rate	44.0%	66.0%	82.6%	60.1%
Black rate	42.1%	66.5%	86.6%	58.9%
Black-white ratio	1.0	1.0	1.0	1.0

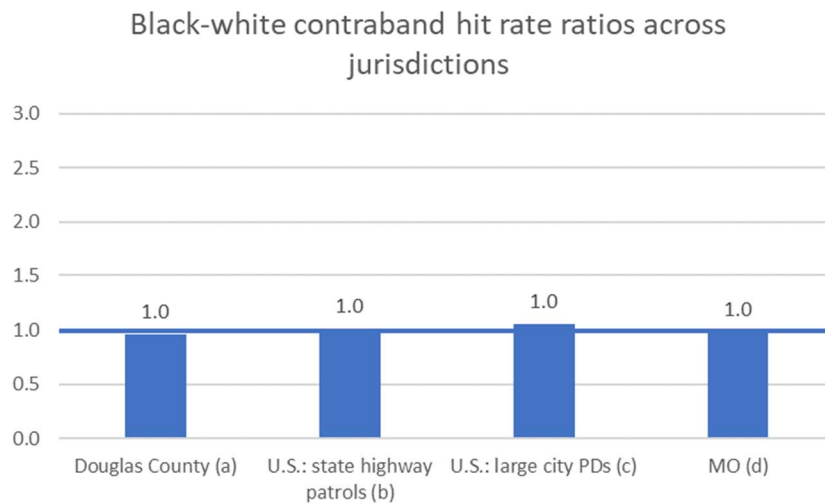[a] Douglas County data are for 2020-2022 and indicate the percentage of searches where no contraband was found.
[b] Includes state highway patrols for 21 states, multiple years of data with an average of 3.5 million stops per year, Stanford Open Policing Project data: https://openpolicing.stanford.edu/findings/.
[c] Includes all city divisions within Nashville, New Orleans, Philadelphia, Plano TX, San Diego, and San Francisco (Stanford Open Policing Project data).
[d] MO data are from 2021, available at: https://ago.mo.gov/docs/default-source/vsr/2021-vsr/2021-vsr-final/2021-vehicle-stops-annual-report.pdf.

6. Recommendations. The areas with the largest racial disparities in Douglas County identified in this report are stop rates, search rates, and equipment citation rates. The discretionary search rate disparities declined for four agencies in 2022, but are still high for multiple agencies. Agencies also have a large share of non-safety and high-discretion stops, along with modest but noticeable racial disparities for these types of stops. The recommendations below seek to address these areas of concern and build on the recommendations in the report by Jack McDevitt and Janice Iwama.

Ensure High-Quality Data Collection

All agencies would benefit from conducting data quality checks at the end of each month using their internal records, in the way that KU PD does. A sergeant from KU PD compares the stop surveys submitted by officers to the agency's internal database. If there are any discrepancies, errors, or incomplete information, then he obtains the correct information from the relevant officers and updates the stop data.

Agencies should remind officers to always complete a survey after each stop. Eudora PD had multiple months of inconsistent data collection in 2022. Incomplete data collection could potentially make agency- or officer-level disparities appear larger than they actually are, especially for smaller agencies or officers with fewer stops and searches. Data collection problems may have contributed somewhat to Eudora's large observed disparities in 2022.

Data collection can also be impaired if officers are busy after a stop and forget to fill out a survey. This surely happens occasionally, especially if officers make an arrest during a stop. Agencies should ask officers to fill out surveys when they remember. Additionally, if the data or officer-level statistics begin to be utilized more frequently, then the incentives for officers to not report stops or searches for certain racial groups may grow. This occurred on a large scale when Connecticut State Police underreported minority stops in over 25,000 records submitted to the state's racial profiling board. The likelihood of anything like this occurring in Douglas County is very small. However, chiefs can help avoid these and other data collection problems by reminding officers to always fill out surveys and conducting monthly data quality checks with their internal records.

Use Officer-Level Statistics

Agencies have a significant opportunity to reduce their disparities by using officer-level statistics. The Sheriff's Office Black-white ratio for discretionary searches could be 35% lower if the five deputies with the largest disparities eliminated those disparities. *Supervisors can show the statistics to officers whose stops are disproportionately non-white and who cite and search non-white subjects at disproportionately high rates.* Those officers may not be aware of their disparities, and supervisors pointing them out can have large effects. Supervisors can also incorporate officer-level statistics into normal employee review processes for all officers. These statistics should only be used for officers with sufficient numbers of stops to make reliable conclusions. For most officers, multiple years of data will need to be pooled.

It is crucial that chiefs or supervisors interpret the statistics. *Disparities are not always the result of racial bias*. While some officers' disparities may result from implicit or even explicit bias, some officers' disparities may be explained by which enforcement units they are assigned to. For example, if an officer is part of a K-9 unit, then he will have higher search rates; and if he is called to search a large share of non-white drivers, then his statistics will reflect disparities despite non-biased behavior. Only chiefs and supervisors will know this type of information about each officer. Some officers can also have disparities that do not result from explicit racial bias if they are more likely to pull over certain types of cars that are owned by non-white drivers at higher rates, or if they patrol certain neighborhoods with large shares of non-white residents. Regardless of motivation, these actions can result in disparities that can be addressed with officer-level statistics. Pointing out the disparities can lead officers to adjust their actions. Additional training may be needed in some situations.

Prioritize Safety Stops and Moving Violations; Limit Low-Level, High-Discretion Stops

This report showed that individuals from several racial groups in Douglas County are more likely than whites to be stopped for non-safety, low-level, and high-discretion violations. Therefore, one way to reduce racial disparities is to prioritize safety stops and moving violations. Limit low-level, high-discretion stops. Research shows that this strategy successfully reduces disparities. A 2020 study compared Fayetteville, NC, where a chief officially prioritized safety stops and moving violations, to matched jurisdictions that did not change policies.[7] The change led to fewer investigatory and pretextual stops, fewer crashes and fatalities, a 7 percent reduction in the share of Black drivers stopped, and a 21 percent lower Black-white stop rate ratio. Notably, the policy change appeared to slightly decrease crime in Fayetteville. Police departments in St. Paul, MN also reduced their reliance on non-safety stops, including stops for equipment violations, and subsequently experienced declines in racial disparities, without any effects on crime rates.[8]

Apply the Same Standards in All Search Decisions

In Douglas County, officers are over twice as likely to search a Black driver as a white driver. And officers find contraband at similar or slightly lower rates for the Black drivers. Although discretionary search disparities declined for four agencies in 2022, they are still high for multiple agencies. Studies using rigorous methods and large samples in recent years show that officers often apply a lower psychological threshold when deciding whether to search drivers of color relative to white drivers.[9] The results do not necessarily mean that officers always wrongly search non-white drivers, but rather that they sometimes chose not to search similar white drivers when "on the fence" about those white drivers. Likewise, the results suggest that officers may search non-white drivers who they are ambivalent about searching somewhat more often than similar white drivers. Such effects are likely to be implicit or subconscious in most situations.

As solutions, agencies can develop checks and procedures to ensure that officers apply the same search standards to all drivers. Agencies can also provide additional training to officers with low contraband hit rates, especially officers with low hit rates in searches of non-white drivers. The officer-level statistics can be useful in these efforts. Next year's report will also reveal more about search decisions due to the additional response categories on the new survey form.

Consider not Citing Drivers for Equipment Violations

Officers rarely give citations for equipment violations, such as broken taillights and turn signals. Only 7.5% of equipment stops result in citations in Douglas County. But the Sheriff's Office has racial disparities in this area. One solution that some other jurisdictions have adopted is to give out free repair vouchers (e.g., "Lights On!" vouchers) to drivers with equipment violations. Wichita Police Department did this in 2020. A similar initiative in Douglas County would be visible and strengthen police-community relations.

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[7] Fliss, Baumgartner, Delamater, Marshall, Poole, Robinson, "Re-prioritizing traffic stops to reduce motor vehicle crash outcomes and racial disparities," *Injury Epidemiology* (2020), https://injepijournal.biomedcentral.com/articles/10.1186/s40621-019-0227-6.

[8] Kanu, "St. Paul policy limiting 'broken taillight' stops is reducing racial disparity in policing," Reuters (June 13, 2023), https://www.reuters.com/legal/government/column-st-paul-policy-limiting-broken-taillight-stops-is-reducing-racial-2023-07-13/.

[9] Pierson et al., "A large-scale analysis of racial disparities in police stops across the United States," *Nature Human Behavior* (2020), https://www.nature.com/articles/s41562-020-0858-1.

7. Summary of 2020 to 2021 Stops. This section summarizes the 20,684 driver and pedestrian stops made by Douglas County, KS law enforcement agencies from January 1, 2020 to December 31, 2021. The information in prior sections should be compared to the information in this section, rather than to the report by McDevitt and Iwama, due to differences in how data are categorized and analyzed across the two reports.

Characteristics of Drivers/Subjects (2020-2021)

	Baldwin	Eudora	KU	Lawrence	Sheriff	All Agencies
Number of stops	742	1,106	2,406	9,844	6,586	20,684
Gender						
Male	63%	63%	61%	62%	62%	62%
Female	37%	37%	39%	37%	38%	38%
Non-binary	0%	0%	0%	0%	0%	0%
Race/Ethnicity						
American Indian	0%	0%	1%	2%	1%	1%
Asian	1%	1%	5%	3%	1%	2%
Black	6%	6%	12%	14%	10%	12%
East Indian	0%	0%	0%	1%	0%	0%
Hispanic	6%	7%	4%	6%	6%	6%
Middle Eastern	1%	1%	2%	1%	1%	1%
Multiple races	0%	0%	0%	1%	0%	0%
White	86%	84%	75%	72%	80%	76%
Residency						
Douglas county	55%	50%	51%	71%	53%	61%
Other KS county	32%	39%	30%	18%	37%	27%
Out-of-state	13%	12%	19%	11%	10%	12%
Age						
Under 15	0%	0%	0%	0%	0%	0%
15-24	45%	28%	69%	38%	31%	39%
25-34	17%	21%	12%	19%	22%	19%
35-44	12%	19%	8%	13%	18%	14%
45-54	9%	11%	4%	9%	13%	10%
55-64	8%	10%	4%	6%	9%	7%
65 and over	8%	6%	2%	4%	6%	5%
Missing	1%	4%	0%	10%	1%	5%

Characteristics of Stops (2020-2021)

	Baldwin	Eudora	KU	Lawrence	Sheriff	All Agencies
Number of stops	742	1,106	2,406	9,844	6,586	20,684
Traffic stops	96%	99%	91%	95%	97%	95%
Pedestrian stops	4%	1%	9%	5%	3%	5%
Basis for stop*						
APB/BOLO	1%	0%	0%	0%	0%	0%
Call for service	3%	0%	3%	1%	1%	1%
Equipment/inspection	25%	12%	26%	19%	12%	17%
Motorist assist	1%	0%	0%	1%	1%	1%
Registration	8%	4%	6%	10%	7%	8%
Special detail	0%	0%	4%	17%	1%	9%
Speeding 10mph and up	25%	56%	12%	26%	57%	36%
Speeding less than 10mph	3%	2%	1%	3%	3%	3%
State statute violation	8%	1%	1%	3%	5%	4%
Stop sign/light^	0%	7%	12%	2%	0%	3%
Suspicious person	1%	1%	2%	4%	1%	2%
Warrant	1%	0%	1%	1%	1%	1%
Violation city ordinance	9%	0%	7%	6%	0%	4%
Other traffic violation	19%	24%	33%	31%	13%	25%
Duration of stop						
0-15 min	86%	88%	90%	89%	90%	89%
16-30 min	8%	9%	6%	7%	7%	7%
Over 30 min	6%	2%	5%	4%	3%	4%
Outcome of stop						
Arrest	3%	2%	4%	3%	3%	3%
Citation	11%	16%	20%	26%	16%	21%
No action	2%	2%	2%	6%	3%	4%
NTA	3%	1%	4%	3%	1%	2%
Warning	82%	82%	70%	64%	77%	71%
Searches						
Any search	5.9%	3.3%	6.1%	7.0%	4.8%	6.0%
Discretionary search	3.1%	1.6%	2.7%	4.9%	2.4%	3.6%

Note: * Multiple bases can be listed for a single stop; rows do not sum to 100%.

^ Stop sign/light is not available for all months of 2020.

Discretionary searches exclude searches incident to arrest and tow/inventory.

Characteristics of Searches (2020-2021)

	Baldwin	Eudora	KU	Lawrence	Sheriff	All Agencies
Number of searches	44	37	146	694	317	1,238
Subject of search						
Driver	68%	86%	35%	61%	62%	59%
Passenger	16%	22%	14%	26%	16%	21%
Pedestrian	16%	8%	49%	10%	15%	16%
Vehicle	45%	43%	14%	69%	59%	58%
Search reason						
Incident to arrest	45%	51%	56%	30%	48%	39%
Consent	0%	11%	5%	21%	18%	17%
Probable cause	50%	49%	29%	60%	44%	51%
Terry frisk	5%	8%	6%	4%	7%	5%
Inventory/tow	9%	3%	0%	2%	4%	3%
Evidence found	**57%**	**43%**	**40%**	**63%**	**51%**	**56%**
Alcohol	9%	11%	14%	14%	16%	14%
Drugs/paraphernalia	48%	41%	20%	49%	36%	42%
Firearm	2%	0%	0%	6%	5%	5%
Money	0%	0%	0%	2%	0%	1%
Other	0%	0%	3%	3%	2%	2%
Weapon besides firearm	2%	3%	2%	6%	4%	5%
No evidence found	**43%**	**57%**	**60%**	**37%**	**49%**	**44%**
No evidence found in discretionary searches	**9%**	**28%**	**30%**	**28%**	**38%**	**30%**

Note: Multiple subjects, reasons, and evidence types can be listed for a single search; the rows for each category do not sum to 100%. Discretionary searches exclude searches incident to arrest and tow/inventory.

Race/Ethnicity of Subjects of Discretionary Searches (2020-2021)

	Baldwin		Eudora		KU		Lawrence		Sheriff		All Agencies	
American Indian	0	0%	0	0%	2	3%	16	3%	4	3%	22	3%
Asian	0	0%	0	0%	5	8%	5	1%	2	1%	12	2%
Black	3	13%	1	6%	9	14%	121	25%	42	26%	176	24%
East Indian	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
Hispanic	1	4%	2	11%	3	5%	41	9%	12	8%	59	8%
Middle Eastern	0	0%	1	6%	0	0%	3	1%	0	0%	4	1%
Multiple Races	0	0%	0	0%	0	0%	8	2%	0	0%	8	1%
White	19	83%	14	78%	45	70%	283	59%	100	63%	461	62%
Total	23	100%	18	100%	64	100%	478	100%	160	100%	743	100%

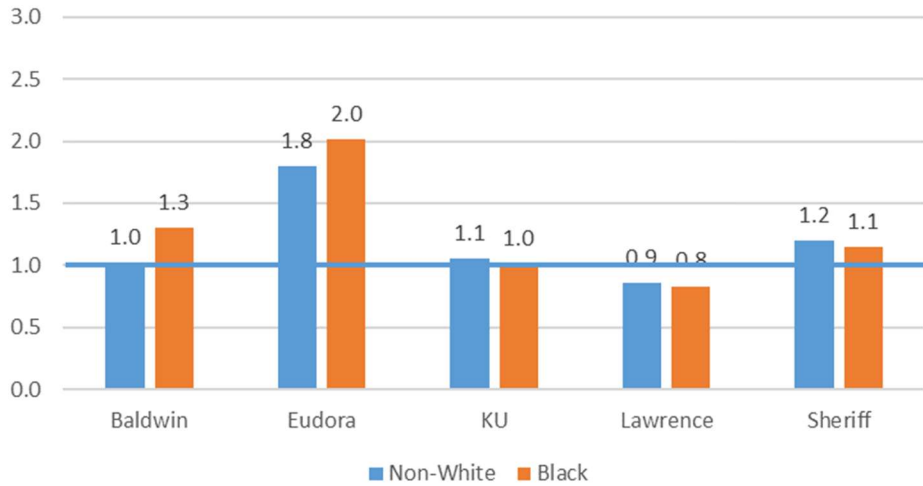Note: Discretionary searches exclude searches incident to arrest and tow/inventory.

Racial Disparities in Probability of a Citation (2020-2021)

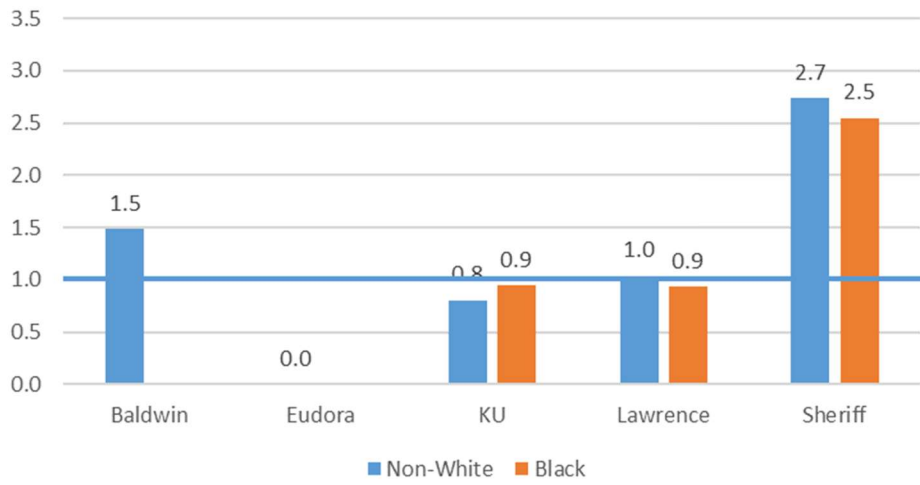|	Baldwin	Eudora	KU	Lawrence	Sheriff	All Agencies
All Stops						
Probability of Citation						
White	10%	14%	20%	28%	16%	21%
Non-White	11%	25%	21%	24%	19%	22%
Black	14%	28%	21%	23%	18%	21%
Ratio						
Non-White	1.0	1.8	1.1	0.9	1.2	1.0
Black	1.3	2.0	1.0	0.8	1.1	1.0
Equipment/Inspection Stops						
Probability of Citation						
White	4%	1%	17%	6%	3%	7%
Non-White	6%	0%	14%	7%	9%	8%
Black	--	--	16%	6%	8%	8%
Ratio						
Non-White	1.5	0.0	0.8	1.0	2.7	1.1
Black			0.9	0.9	2.5	1.1
Speeding 10mph and Greater Stops						
Probability of Citation						
White	17%	16%	18%	39%	18%	23%
Non-White	17%	32%	29%	38%	23%	30%
Black	--	39%	20%	35%	24%	29%
Ratio						
Non-White	1.0	2.0	1.6	1.0	1.3	1.3
Black		2.4	1.1	0.9	1.3	1.3
"Other" Traffic Violation Stops						
Probability of Citation						
White	11%	12%	18%	20%	10%	17%
Non-White	--	18%	19%	10%	13%	12%
Black	--	--	17%	11%	9%	12%
Ratio						
Non-White		1.5	1.0	0.5	1.2	0.7
Black			1.0	0.5	0.9	0.7

Note: Data are displayed for categories with at least 15 stops.

Stops with multiple reasons for the stop are excluded (except in the "all stops" section).
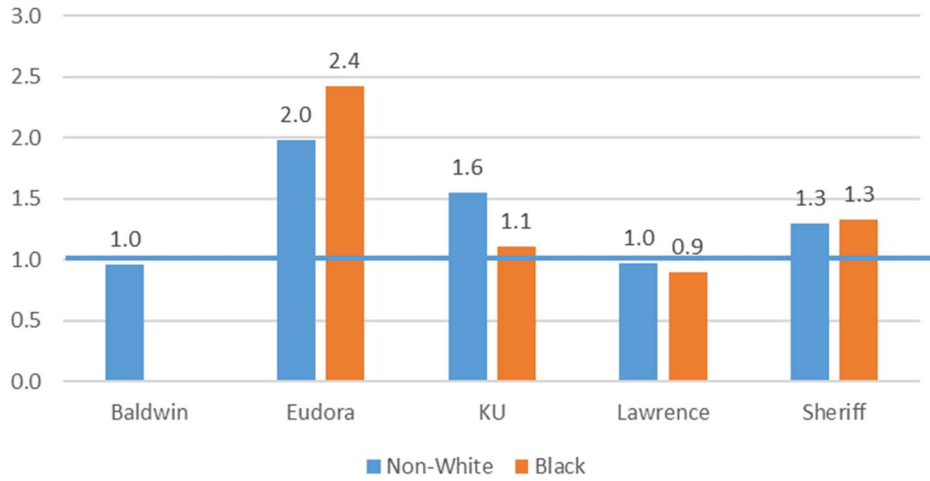
Ratios of Citation Rates to White Rates (2020-21)

Baldwin: Non-White 1.0, Black 1.3
Eudora: Non-White 1.8, Black 2.0
KU: Non-White 1.1, Black 1.0
Lawrence: Non-White 0.9, Black 0.8
Sheriff: Non-White 1.2, Black 1.1

■ Non-White ■ Black

Ratios of Citation Rates to White Rates - Equipment/Inspection Stops (2020-21)

Baldwin: Non-White 1.5
Eudora: 0.0
KU: Non-White 0.8, Black 0.9
Lawrence: Non-White 1.0, Black 0.9
Sheriff: Non-White 2.7, Black 2.5

■ Non-White ■ Black

Ratios of Citation Rates to White Rates - Speeding 10mph+ Stops (2020-21)

Ratios of Citation Rates to White Rates - "Other" Violation Stops (2020-21)
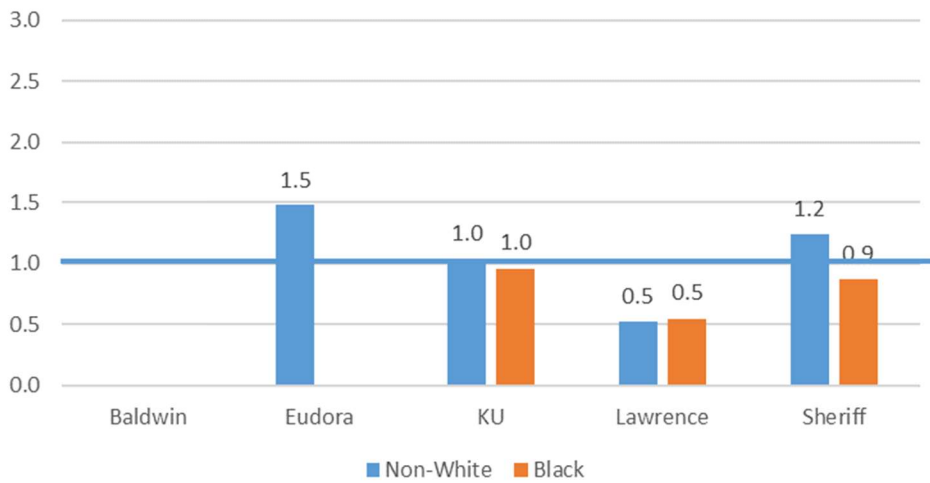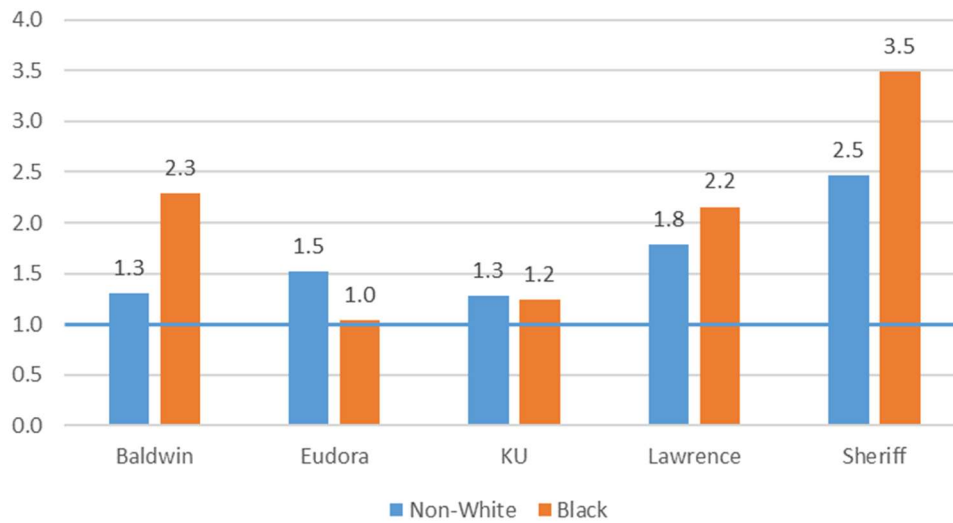
Racial Disparities in Probability of a Search (2020-2021)

	Baldwin	Eudora	KU	Lawrence	Sheriff	All Agencies
Probability of Any Search						
White	5.9%	3.1%	5.6%	6.0%	4.0%	5.1%
Non-White	5.8%	4.6%	7.5%	9.8%	8.1%	8.8%
Black	9.1%	4.7%	9.2%	11.8%	10.0%	10.8%
Ratio						
Non-White	1.0	1.5	1.4	1.6	2.0	1.7
Black	1.5	1.5	1.7	2.0	2.5	2.1
Probability of Discretionary Search						
White	3.0%	1.5%	2.5%	4.0%	1.9%	2.9%
Non-White	3.9%	2.3%	3.2%	7.1%	4.7%	5.7%
Black	6.8%	1.6%	3.1%	8.6%	6.6%	7.2%
Ratio						
Non-White	1.3	1.5	1.3	1.8	2.5	2.0
Black	2.3	1.0	1.2	2.2	3.5	2.5

Note: Discretionary searches exclude searches incident to arrest and tow/inventory.

Ratios of Discretionary Search Rates to White Rates (2020-21)

Racial Disparities in Probability of No Contraband Found (2020-2021)

	Baldwin	Eudora	KU	Lawrence	Sheriff	All Agencies
Probability of No Contraband in All Searches						
White	45%	62%	61%	37%	49%	44%
Non-White	--	--	58%	37%	50%	43%
Black	--	--	70%	35%	47%	42%
Ratio						
Non-White			0.9	1.0	1.0	1.0
Black			1.1	1.0	1.0	0.9
Probability of No Contraband in Discretionary Searches						
White	11%	--	31%	28%	35%	30%
Non-White	--	--	26%	28%	43%	30%
Black	--	--	--	25%	43%	29%
Ratio						
Non-White			0.8	1.0	1.2	1.0
Black				0.9	1.2	1.0

Note: Data are displayed for categories with at least 15 searches.

Discretionary searches exclude searches incident to arrest and tow/inventory.

Ratios of No Contraband Rates to White Rates
(Discretionary Searches, 2020-21)