

Traffic Stops in Nebraska

A Report to the Governor and the Legislature on Data
Submitted by Law Enforcement

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EXECUTIVE SUMMARY

There were 512,209 traffic stops reported to the Nebraska Commission on Law Enforcement and Criminal Justice (Crime Commission) for 2014. Of the total traffic stops reported, NSP, agencies in Douglas, Lancaster, and Sarpy counties account for roughly 70% of the stops each year. The NSP accounts for the largest portion of the traffic stops made in the State of Nebraska. (40+%) In the past four years Omaha PD has had a decrease in their portion of stops, while Lincoln PD has seen a increase.

Looking at the processing of stops can point to similarities and disparities. A search can be requested of the driver or cause may bring about a search. The overall reporting by law enforcement shows that Blacks (6.1%), Hispanics (4.1%) and Native Americans (6.8%) are searched more often than Overall (2.6%) or Whites (2.2%) in 2014. The NSP searches at a proportion lower than those reported overall (0.8% to 3.8%).

For 2014 the Crime Commission received fourteen allegations of racial profiling from five agencies, two involving searches.

In 2014 there were 196 law enforcement agencies that participated in the the data collection process, compared to 185 in 2013. Agencies that did not report come from sparsely populated areas -- eight 2nd class cities (800 to 5,000 people), and nineteen from villages (100-800 people). A calculated population coverage metric indicates 98.8% of the population is represented.

Population estimates outlined in this report only provide one aspect of the potential group that would be stopped by law enforcement, particularly in areas with a lot of commuters or Interstate traffic. Nonetheless, the local population provides one view of the area and is used for comparison purposes.

By comparing the Nebraska Adult Population percentages with our Traffic Stop percentages outlined in this report we are able to produce a disparity index to better understand the differences. For example, the likelihood that a black motorist was stopped is 1.52 times that of a white motorist.

The data reported throughout this report does not necessarily provide data to determine motivation or cause for any apparent disproportionality. However, even though this level of data does not allow definite conclusions in those areas, it does serve as a basis for constructive discussions between law enforcement and citizens regarding ways to reduce racial bias and/or perceptions of racial bias.

The disparity index is also used to compare NSP versus Non-NSP agencies. The likelihood that a Native American/Alaskan Native motorist was stopped by NSP is 1.22 times that of a white motorist (1.24/1.02). Also, the likelihood that a Black motorist was stopped by a Non-NSP Agency is 2 times that of a white motorist (1.90/0.95).

Since 2005 the search rates have been downward trending for all races. Stops of Asian/Pacific Islanders involved searches less often than the overall population from 2005-2014. Stops involving Black, Hispanic or Native American/Alaskan Natives more often resulted in searches being conducted compared to searches among all drivers.

INTRODUCTION

The Information Services Division of the Crime Commission is responsible for reporting annually to the Legislature and the Governor on the issues related to traffic stops made by law enforcement agencies. The Crime Commission is charged with collecting both traffic stop summary data, along with allegations of racial profiling. The purpose of this report is to provide Nebraska's history on the topic, examine important factors of the data collection process and make observations about the data.

The criminal justice system is predicated on the notion of equality. The issues of fairness and any perception of unequal treatment are often at the forefront of our society but particularly as they relate to justice. Great attention is drawn to issues and reports of possible inequality in the criminal justice system. These issues can be very difficult to identify as well as verify, and are critical for the public as well as for law enforcement. Traffic stops are one of the most common types of contact for the public. Perceptions derived from these contacts and the need for openness on the reasons for stops are paramount.

Potential profiling relating to traffic stops made by law enforcement have received broad attention in most states and localities. The Nebraska Legislature passed LB593 in 2001 to respond to possible issues relating to the way that traffic stops are made. The act specifically prohibited racial profiling and required law enforcement to implement policies prohibiting discriminatory practices as well as requiring the collection of prescribed data, further details will be examined in the 'history' section of this report.

The Nebraska Law Enforcement Training Center (NLETC) is one component used to address concerns. NLETC educates, trains, and evaluates law enforcement officers as well as regulate statewide training academies and mandated programs, to ensure all meet state certification requirements as established by the Crime Commission. Issues regarding racial profiling have been incorporated into the basic training all law enforcement officers attend for certification. Since the law took effect in 2001, and even prior to this law, students at the NLETC are taught that all traffic stops must be based on a legal justification and cannot be based solely upon the person's (or driver's) race or ethnic makeup. Any stop based solely upon the person's race or ethnicity would be unconstitutional. NLETC students compile racial profiling report forms with each simulated traffic stop conducted while in the training center.

Proactive use of these data can assist in an agency's monitoring and adherence to legislation. They can provide opportunities to reach out to the community as well as examine processes and procedures. We strongly encourage agencies to examine their data and look at what is happening within their jurisdiction.

The Crime Commission recommends the reader fully understand that the data collected is in summary form. Since only summary data is required to be collected and reported, there is no way to track individual instances or produce a detailed analysis. Therefore, disparities outlined in this report cannot prove bias or instances of racial profiling, but can help identify agencies or locations that could possibly benefit from more detailed analysis. A detailed review of officers, locations, populations or other criteria are essential when trying to understand a localized situation. Despite its limitations this data does provide a good snapshot of traffic stops.

The breakdown of types of stops and related data by race has stayed relatively consistent throughout the reported years, with certain variations showing in searches and the dispositions of stops. The statewide breakdown of traffic stops by race parallels the census adult population breakdown as well as the general known licensed driving population. In and of itself this does not mean that there is no racial profiling. There are other variances that show up when looking at particular local populations or jurisdictions. Since minority populations vary greatly across Nebraska it significantly affects the contact law enforcement would have with them.

Narrative points throughout this report are simply observations from the data evident in the tables and visual explanations. It is recommended that agencies and others can examine a particular agency's or locale's data to assess or examine disparities such as those pointed out in this report.

Some agencies have reported data late, sometimes too late to be included in the publications. Nonetheless, there are continued efforts in updating the county specific reports that are available on the Crime Commission website. This report presents a summary of data reported to the Crime Commission.

HISTORY

In 2001, the Nebraska Legislature passed LB593 to respond to possible issues relating to the way that traffic stops are made. The act specifically prohibited racial profiling and required law enforcement agencies to implement policies prohibiting discriminatory practices as well as requiring the collection of prescribed data. Additionally, it required law enforcement agencies to report to the Crime Commission all allegations of racial profiling received and the disposition of such allegations. Below are additional initiatives implemented:

- 1) Acknowledged the danger and impropriety of any practice that involves disparate treatment based on a person's skin color, apparent nationality or ethnicity.
- 2) Defined racial profiling as the detaining of an individual or conducting a motor vehicle stop based upon disparate treatment of an individual.
- 3) Required the collection of certain information relative to traffic stops, in that law enforcement agencies are required to collect, record, maintain and report the information below to the Crime Commission.
 - A) The number of motor vehicle stops.
 - B) The race or ethnicity of the people stopped.
 - C) The nature of an alleged law violations that resulted in the motor vehicle stop.
 - D) Whether warnings or citations were issued, arrests made, or searches conducted as a result of the stops.

Additionally the bill required all law enforcement agencies to provide to the commission a copy of each allegation of racial profiling received and written notification of the review and disposition of such allegations. The bill prohibited revealing the identity of either the officer or the complainant. Any allegations of racial profiling are handled through standard policies with the law enforcement agency.

To collect the data required in a consistent and cost effective manner the Crime Commission convened a work-group involving the Nebraska State Patrol (NSP), the Nebraska Sheriffs Association, Police Officers Association of Nebraska, Police Chiefs Association of Nebraska and numerous local agencies including the Lincoln Police Department (PD) and the Omaha PD. This group reviewed possible data reporting formats to try to guarantee the most feasible, cost effective and achievable method of reporting while meeting the mandates of outlined above.

Data collection of this magnitude can be problematic in many ways. Law enforcement agencies have taken various approaches to provide complete and useful data to the Crime Commission. Even for agencies that are automated the task of additional data collection by officers adds a level of complexity and additional workload that is significant. For those law enforcement agencies that are not automated it means an increase in the paperwork for officers. Some law enforcement agencies have attempted to extract the data from their records systems but modifications were typically needed and often some manual work was still required. Since data has to be reported even if no action is taken most automated systems were not equipped to report all of the required data. Even though law enforcement agencies were required to report only limited summary information, doing so increased costs and work.

In 2004, LB1162 amended the definition of a motor vehicle stop to exclude the stop of a motor truck, tractor-trailers or semitrailer at the state weighing stations. This amendment allowed for the exculsion of the NSP's Carrier Enforcement Division. LB1162 also created the Racial Profiling Advisory Committee (RPAC). The RPAC is chaired by the Executive Director of the Crime Commission and includes representatives of the Fraternal Order of Police, the Nebraska County Sheriffs Association, the Police Officers Association of Nebraska, the American Civil Liberties Union, the NSP, the AFL-CIO and the Police Chiefs Association of Nebraska.

In April of 2006, LB 1113 amended the required reporting to be extended until 01/01/2010. Since the amendment was passed several months into the 2006, it must be noted that several law enforcement agencies did not collect the traffic stop data for first quarter of 2006. Additionally, some law enforcement agencies may not have been collecting data for a short period in April. Therefore, data for the first and second quarters in 2006 may be under-reported.

RACIAL PROFILING ADVISORY COMMITTEE

The purpose of the Racial Profiling Advisory Committee (RPAC) is to advise the Executive Director of the Crime Commission relative to the reporting legislation. Shortly after the passage of LB1162 (2004) the RPAC met several times, and currently meets semi-annually.

In addition to the initial meetings, several members participated in a conference conducted by the Police Executive Research Forum in conjunction with the US Department of Justice. This conference brought together national researchers as well as state, local and federal practitioners and experts to discuss the collection and analysis of stop data. The RPAC spent considerable time and effort discussing Nebraska's approach to this effort as well as the findings included in the conference and related publications.

The RPAC was contacted in 2006 to review and offer suggestions to discussion points and earlier reports. The following bullet points were identified as being relevant to Nebraska as we as a state and as local entities try and address this issue.

- 1) Racial profiling is a serious allegation and issue that must be dealt with at an agency and individual level. Professional law enforcement is concerned about the issue and interaction with the public. Individuals may racially profile (as opposed to an agency) and they need to be dealt with in a professional matter that meets agency policy and responsibility as well as public expectations and rights.
- 2) The collection of mandated summary data does not allow for the detailed analysis necessary to establish bias. The aggregate analysis and observations included in the report point to areas that would necessitate closer examination at the agency level. That detailed examination is outside the scope of the Crime Commission's mandate and resources.
- 3) For a complete analysis within Nebraska there would need to be a much more detailed mandated data collection as well as resources provided for analysis. Detailed stop level data, as opposed to summary data, is the baseline for examining traffic stops. This detailed data collection has a significant cost as well as operational impact on law enforcement agencies. There would also be a substantial impact on the Crime Commission to collect, store and analyze more detailed data.
- 4) Detailed analysis at the agency level is best to determine bias. The onus and responsibility for this type of analysis should rest with the law enforcement agency. A law enforcement agency and community must cooperate in the examination of data and potential bias.
- 5) A law enforcement agency examination of disparity to determine potential bias or racial profiling should include factors such as local demographics, agency policy and individual officer behavior.
- 6) There is no absolute guideline that defines profiling or bias and, in particular, it is not merely a statistical or numerical observation. There are many factors that must be included.

The RPAC met again in early 2007 and reviewed reporting and the data that is collected. It reviewed the volume of reporting, analyses and potential for increasing the automated collection of this data. The following recommendations were made.

- 1) The type and detail of reporting should stay consistent with what has been in place since the passage of the legislation. This will allow for a consistent data set over time and will be easier for law enforcement agencies to maintain.
- 2) There should be an effort to retrain law enforcement agencies on the reporting requirement to attempt to increase reporting. This may be useful in law enforcement agencies that have a significant turnover or have made changes in their procedures or automation.
- 3) Reporting requirements should be incorporated into the NLETC curriculum, as appropriate for newly elected Sheriffs, Basic students and for those officers attending mandated supervisory and management courses.

The RPAC discussion topics from 2008 and 2009 mirrored much of the earlier discussions as well as suggestions on data and how it is presented. The next page continues with the topics discussed.

RACIAL PROFILING ADVISORY COMMITTEE (CONTINUED)

- 1) There are many populations that are or can be used in the discussion of enforcement and its proportionality. These include not just general census types of numbers but also things such as high risk populations, licensed drivers and criminal justice populations (jail admissions, warrants, arrestees).
- 2) Populations need to be compared locally. Law enforcement agency activity is best looked at in the context of the local or subpopulation demographics.
- 3) Standard comparisons can assist law enforcement agencies as well as the public and decision makers in looking at traffic stop data.
- 4) Training and clarification of meaning for data collection should continue to be done with law enforcement agencies to target the best data available.

In 2010 and 2011 the RPAC continued discussions on the presentation of the data and how to assist law enforcement agencies and the public to understand the context and data collected. Discussion topics included:

- 1) Looking at local populations can help agencies understand the potential basis for drivers who may be stopped.
- 2) Comparisons to other criminal justice related populations can provide context for those involved with law enforcement.
- 3) Law enforcement agencies and their administrators can often provide information on activities or factors which have affected enforcement, including traffic stops.

In 2012 the RPAC continued to examine reporting by law enforcement agencies. This included how to best engage law enforcement agencies as well as guarantee completeness. Discussion topics included:

- 1) Emphasis for law enforcement agencies to make use of the data. It is incumbent upon the law enforcement agencies to combine the reported data along with any initial analysis the Crime Commission provides -- and explore the details of their communities, stops and procedures.
- 2) Law enforcement agencies need to be sure they report and understand search criteria. This will continue to be addressed with training opportunities and highlight examples such as probable cause searches and searches incident to arrest.
- 3) While law enforcement agencies and the Crime Commission are limited by race definitions from National Crime Information Center, the RPAC foresees questions and concerns for other ethnicities such as 'Arab'.
- 4) Cost to the agencies for collection and reporting of the data is a concern of the committee. Technology solutions are not cheap and not very feasible for all agencies.

In 2013 the RPAC discussed how to approach data collection as well as how to best analyze and convey to agencies local issues. The discussion topics included:

- 1) Utilizing rates as opposed to percentages as a reporting metric. This was included in the 2013 report.
- 2) Implementation of online entry of traffic stop data by law enforcement agencies. This allows for easy data validation of data that is submitted. The requirement for online submission of data collection methodology was implemented in 2013.
- 3) Automation of the online data collection for racial profiling allegations was made available in 2013. The Crime Commission can now monitor the instances of racial profiling allegations throughout the year, instead of receiving the data annually.
- 4) A model policy regarding racial profiling, per statutory changes, was reviewed by the RPAC. There were concerns expressed over the ability for clear language, mirroring statute, that could be used by law enforcement agencies.

RACIAL PROFILING ADVISORY COMMITTEE (CONTINUED)

In 2014 the RPAC discussed how to better identify law enforcement agencies that may be in need of a more detailed analysis. There was also a review of the volume of reporting and the growth noted since the automated collection of data.

DATA COLLECTION

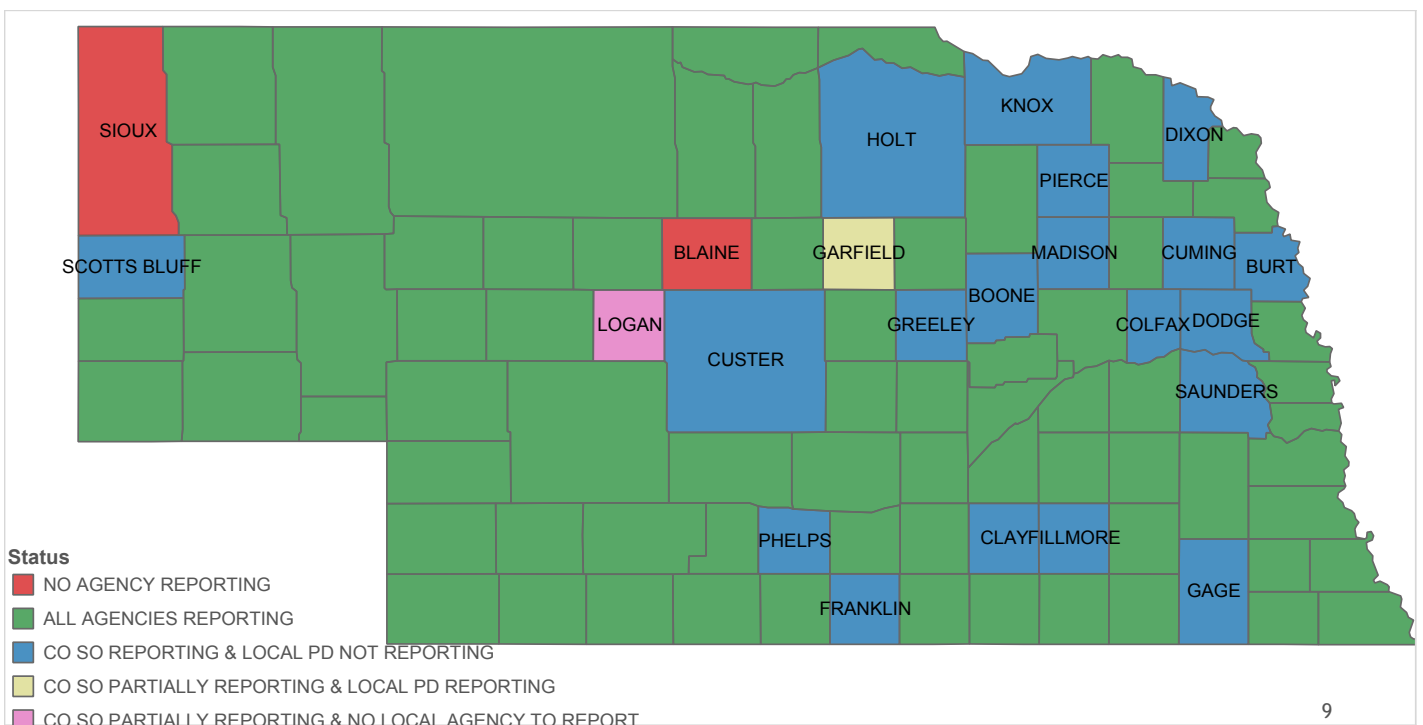
Standardized online forms are made available to all law enforcement agencies in Nebraska. Summary data is reported to the Crime Commission quarterly. The data includes the race of all drivers stopped, the reasons for the stops, the dispositions of the stops and whether searches were conducted.

Since the agencies began submitting data, the Crime Commission's Statistical Analysis Center has been working with law enforcement agencies to improve reporting and deal with data inconsistencies. A significant effort such as this typically requires review of processes and workflow once it starts. In general, law enforcement agencies have made a concerted effort to fulfill the requirements. In addition to the reporting mandated, there are also some agencies that have undertaken similar studies of their own. These studies may be more comprehensive providing a more detailed look at racial profiling specific to a specific law enforcement agency. These internal efforts examine the law enforcement agency's data to better understand and detect the nature of disparities.

The race of the driver is to be reported as determined by the officer. There should be no verification or reliance on other systems. The FBI maintains data standards for most law enforcement data collection. To be consistent with this and other reporting programs the race categories for this project were based on the FBI categories: White, Black, Asian/Pacific Islander, Native American/Alaskan and other. However, to address the ethnicity concerns outlined in the originating legislation, a category for Hispanic was included. While Hispanic is not a race as described by the U.S. Census Bureau, it is included this way for ease of reporting. There are many other categories that could potentially be of interest regarding ethnicity or national origin but the current system does not address those.

In 2014 there were 194 law enforcement agencies that fully participated in the data collection process. There were five law enforcement agencies (2 County Sheriff, 3 Police Departments) that participated but did not submit all four quarters with of data. There were 27 Police Departments and two County Sheriff's Offices that did not submit any data. Those agencies that did not report come from sparsely populated areas -- eight 2nd class cities (800 to 5,000 people), and nineteen from villages (100-800 people). Despite having only 70 counties report complete data a calculated population coverage metric indicates 98.8% of the population is represented.

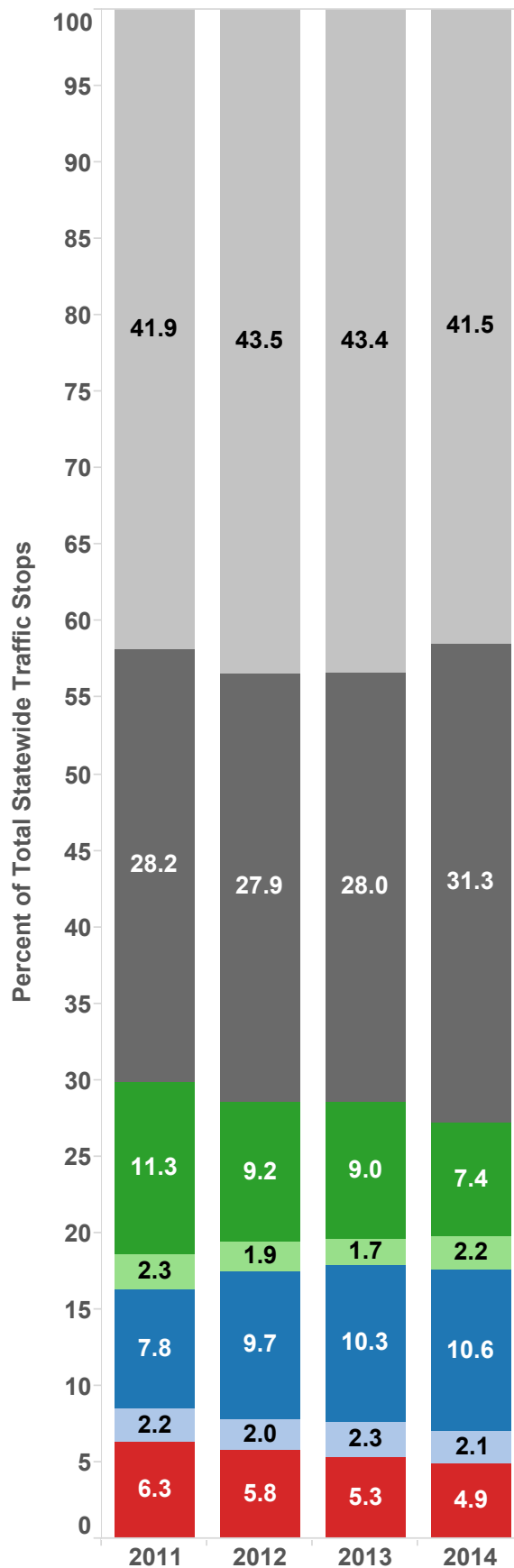
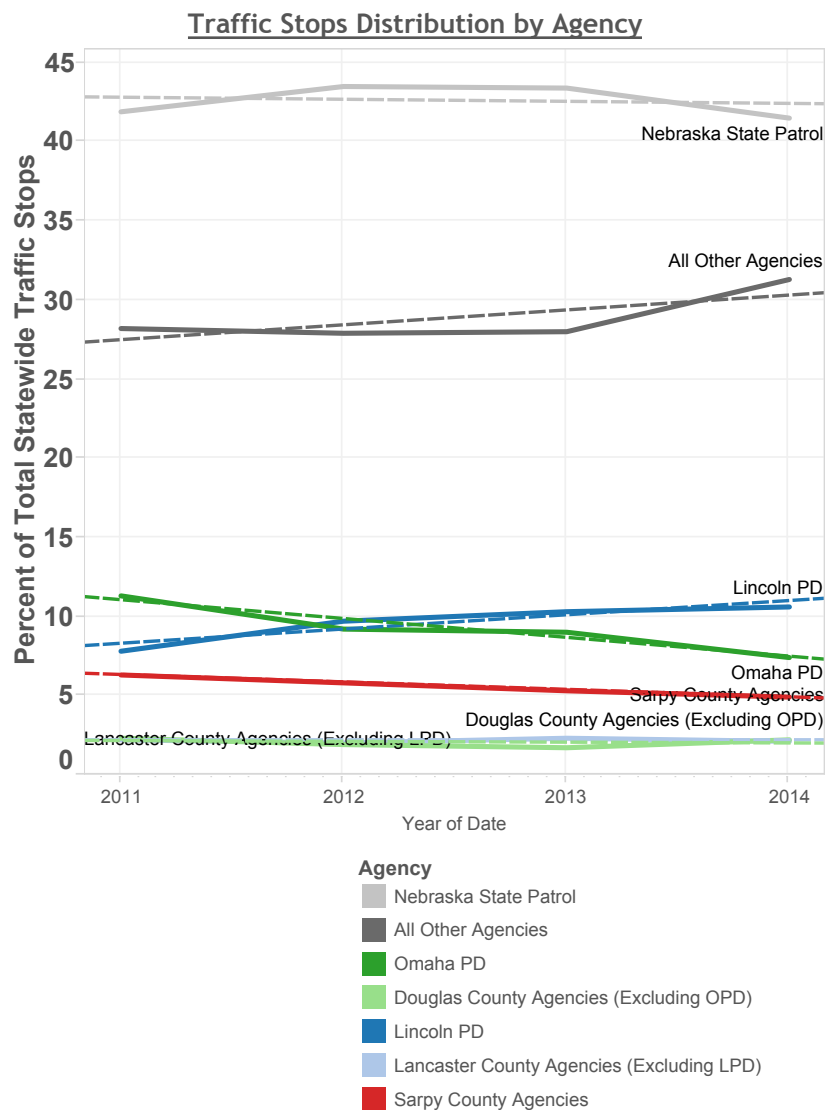
The map below outlines reporting by the each county. For a county to be designated as 'REPORTING COMPLETE', the county must collectively have all law enforcement agencies report all four quarters of data for 2014. Sioux and Blaine counties are the only two counties that did reported any 2014 data. The map includes three other designations for varying levels of completeness for those counties that have partial or missing data from either a County Sheriff's office and/or local PD. County specific results are available at the Crime Commission website (<http://www.ncc.nebraska.gov>).



DATA PROPORTIONALITY

Since 2002 the total number of stops has been approximately a half-million each year. NSP, agencies in Douglas, Lancaster, and Sarpy counties account for roughly 70% of the stops each year. The NSP accounts for the largest portion of the traffic stops made in the State of Nebraska. (40+%)

In the past four years Omaha PD & Sarpy County Agencies have had a decrease in their portion of stops, while Lincoln PD has seen a increase. When comparing 2013 to 2014, the portion of 'All Other Agencies' has increased from 28.0% to 31.3%. Still, a large majority of the traffic stops were made by three agencies: NSP, Omaha PD and Lincoln PD.



DATA REPORTING CONSIDERATIONS

The data included in this report reflects summary data submitted to the Crime Commission from 2005 through 2014. The Crime Commission does have access and has published data for 2002-2004, but during that time period NSP weigh stations stops were included in the analysis; for comparison purposes the data for 2002-2004 has been removed from this report. Data tables throughout this report include several basic comparisons of data regarding the race of the driver, the reason for the stop, the primary disposition or outcome of the stop and whether or not searches were conducted.

The data provided in this report has inherent limitations. The data collected is in a summary format, due to this limitation there is no feasible process to identify individual instances or produce advanced analysis. For instance, while we can say how many searches were conducted regarding Hispanic drivers we cannot say how many of those stops started with a traffic violation as the reason for the stop or what the outcome of the stop actually was.

There is not a standardized process for analyzing traffic stop data. Many state and national studies have been conducted that attempt to discern instances of racial profiling. This is problematic in two basic ways: the nature of data collection and the need to extrapolate motivation, conscious or unconscious, on the part of law enforcement. The basic premise in any analysis is the attempt to discover instances that display disproportional activity across races. Analysis of traffic stop data can look at whether or not the drivers stopped reflect the general racial breakdown in society or the analysis can focus on how different races or groups were handled once the stop is made. Both are important to society and the management of a law enforcement agency.

In order to assess whether race and/or ethnicity impacted the decision any study must exclude or control for factors other than race and/or ethnicity that might legitimately explain the stopping decision. For example, most jurisdictions disproportionately stop males. Does this indicate gender bias? Most would not jump to that conclusion because they can think of several factors other than bias that could explain the disproportionate stopping of male drivers. One possibility is that men drive more than women (a quantity factor). Another possibility is men violate traffic laws more often than women (a quality factor). A third possibility is that more males drive in areas where police stopping activity tends to occur (the location factor). We do not know if these possibilities are true, but we must consider these other alternative explanations as causal.

Unfortunately, we do not have the detailed traffic stop data that would allow a comprehensive research design that would rule out such other possibilities and therefore prohibits us from drawing definitive conclusions. We cannot say definitively whether there is or is not racial bias in traffic stops, we can only point to seeming disproportionality. In other words, it is not difficult to measure whether there is disparity between racial/ethnic groups in stops made by police; the difficulty comes in identifying the *causes* for the disparity and whether or not it is racial biased.

The initial search data has never been seen, on the statewide aggregate, as having extreme disproportionality. There are variances in the proportionality of races once the stop has been made and action is taken. This is done within the limitations of the data itself. Observations are included with the data tables pointing out instances where there appears to be some instance of disproportionality within a category. The reason for this difference probably has many causes but the available data cannot adequately identify or explain those causes.

It must be noted that disparities within this report are just that; disparities. Disparities alone do not prove bias or instances of racial profiling. By identifying disparity law enforcement agencies can and should make reasonable efforts to better understand the disparities within their data. It is recommended that law enforcement agencies and other interested parties examine disparity at the agency and local level to better understand possible reasons for the disproportionality. Agency specific results are available at the Crime Commission website (<http://www.ncc.nebraska.gov>).

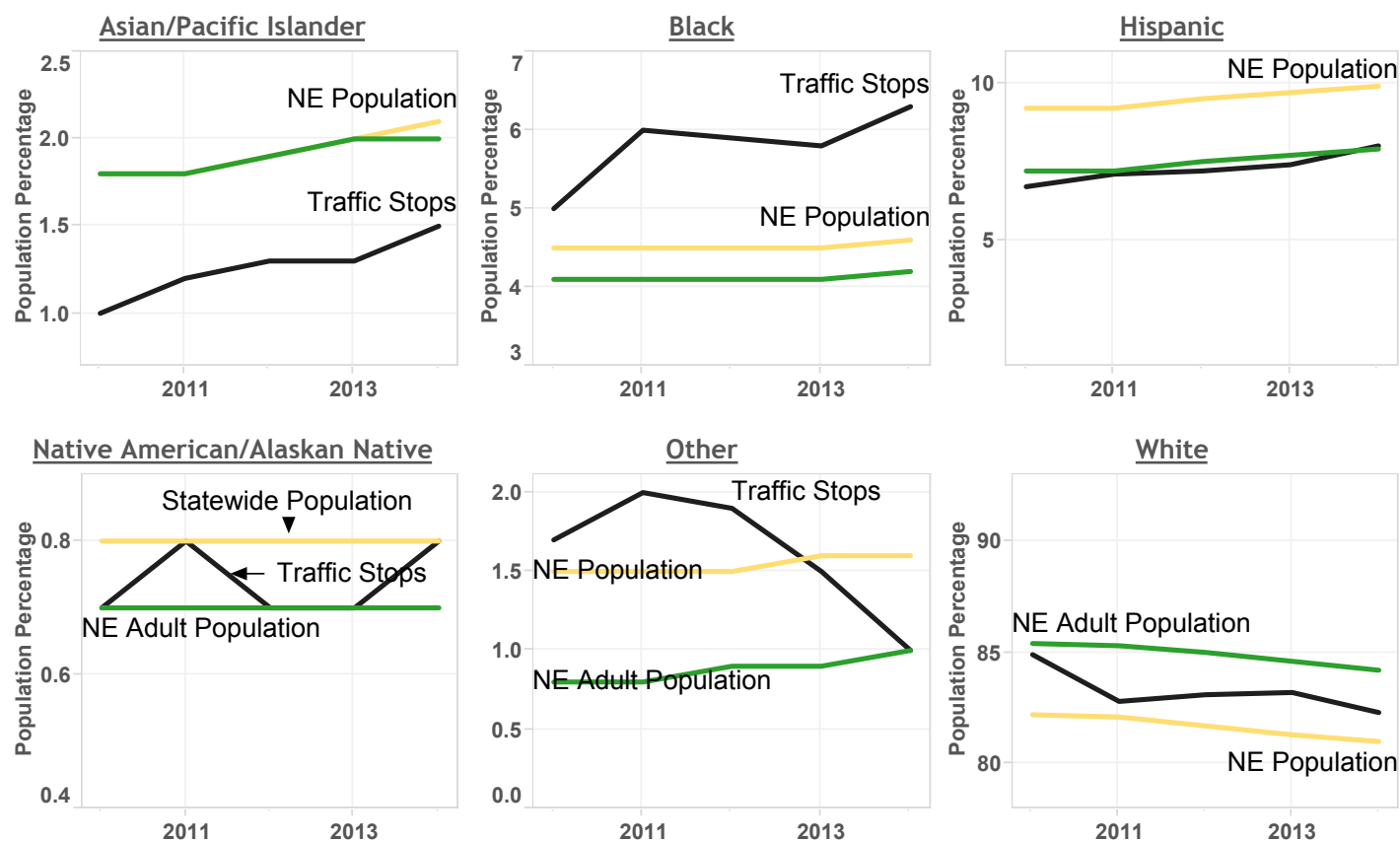
POPULATION COMPARISON

Studies focusing on traffic stop data often compare the data to the racial demographic of a particular community or state. Some studies compare traffic stop data to the racial breakdown of the general population, of licensed drivers, of at risk drivers or even to the racial breakdown of drivers actually observed on an area's roads by people stationed in the field. All of these have weaknesses and strengths but there is no simple agreed upon methodology to identify risk populations or comparison groups.

Comparisons of the traffic stop data to various populations always needs to consider other factors. People often want to look at the general population and its comparison to traffic stops and use that as a sole indicator of racial profiling. There are too many other factors to only consider that comparison. However, basic comparisons can also point to issues that or items that call for closer examination.

The population data is obtained from the US Census Bureau. Since the adult population would more closely parallel the driving population than the overall population, comparisons will be made to the adult estimated population when available. Race categories and classifications are not consistent across data sets. Some combining of areas along compatible definitions was done to parallel traffic stop categories. When reviewing population figures at a city level, counts will be utilizing the city population because adult demographics are not always available. Over the past 15 years US Census racial data collection process has changed, in that individuals may identify themselves as being of more than one race. This has become a more common part of discussions and has provided a better understanding of race and ethnicity. The Crime Commission has given serious thought to the idea of incorporating multi-racial counts/percentages for comparison purposes, but after reviewing the Census Bureau data there are difficulties reconciling multi-racial counts while still incorporating ethnicity as a race category.

The line graphs below compare traffic stop percentages to the statewide population, and the statewide adult population. The Crime Commission has acquired data from the Department of Motor Vehicles (DMV), but has elected to exclude as the DMV has only been collecting Hispanic as a race since 2009, and said data is not comprehensive at this point in time.

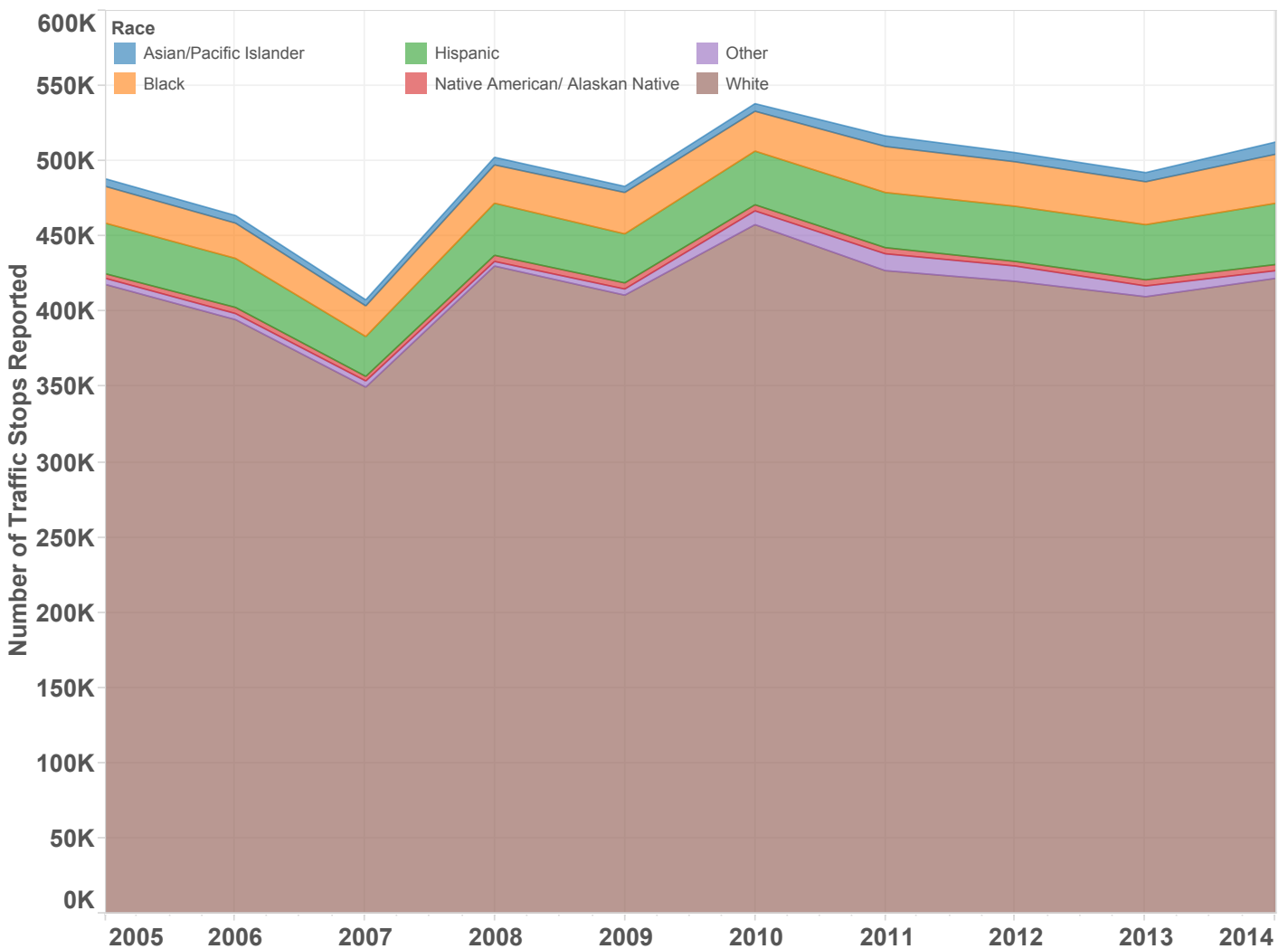


Type: ■ Traffic Stops ■ NE Adult Population ■ NE Population

TRAFFIC STOP DATA

The following table and area chart are included to give the viewer some perspective regarding the amount of traffic stops that have been reported to the Crime Commission for the past ten years. Whites make up a majority of the traffic stops, but percentages have moved from around 85.5% to 82.3%. Minor growth can be seen in stops for Asian/Pacific Islander, Black, and Hispanic -- similiar changes are seen in the statewide population figures outlined on the 'Population Comparison' page of this report.

	Asian/Pacific Islander		Black		Hispanic		Native American/ Alaskan Native		Other		White		Grand Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2005	5,082	1.04%	24,572	5.03%	33,371	6.83%	3,859	0.79%	3,688	0.76%	417,678	85.55%	488,250	100.00%
2006	4,801	1.04%	23,671	5.11%	32,253	6.96%	3,918	0.85%	4,273	0.92%	394,215	85.12%	463,131	100.00%
2007	3,570	0.88%	21,100	5.18%	26,484	6.50%	2,609	0.64%	3,860	0.95%	349,809	85.86%	407,432	100.00%
2008	4,509	0.90%	25,762	5.13%	34,806	6.93%	3,634	0.72%	3,099	0.62%	430,317	85.70%	502,127	100.00%
2009	4,815	1.00%	26,724	5.53%	32,942	6.82%	3,930	0.81%	4,096	0.85%	410,761	85.00%	483,268	100.00%
2010	5,378	1.00%	26,877	4.99%	35,734	6.64%	3,768	0.70%	9,068	1.68%	457,472	84.99%	538,297	100.00%
2011	6,407	1.24%	31,096	6.03%	36,888	7.15%	3,908	0.76%	10,545	2.04%	427,237	82.78%	516,081	100.00%
2012	6,512	1.29%	29,819	5.90%	36,223	7.17%	3,525	0.70%	9,430	1.87%	419,972	83.08%	505,481	100.00%
2013	6,522	1.33%	28,629	5.82%	36,271	7.37%	3,663	0.74%	7,584	1.54%	409,465	83.20%	492,134	100.00%
2014	7,891	1.54%	32,249	6.30%	41,142	8.03%	3,886	0.76%	5,241	1.02%	421,800	82.35%	512,209	100.00%



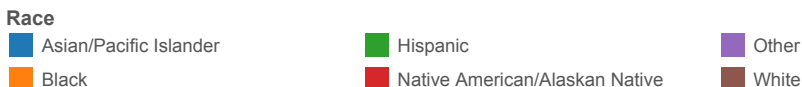
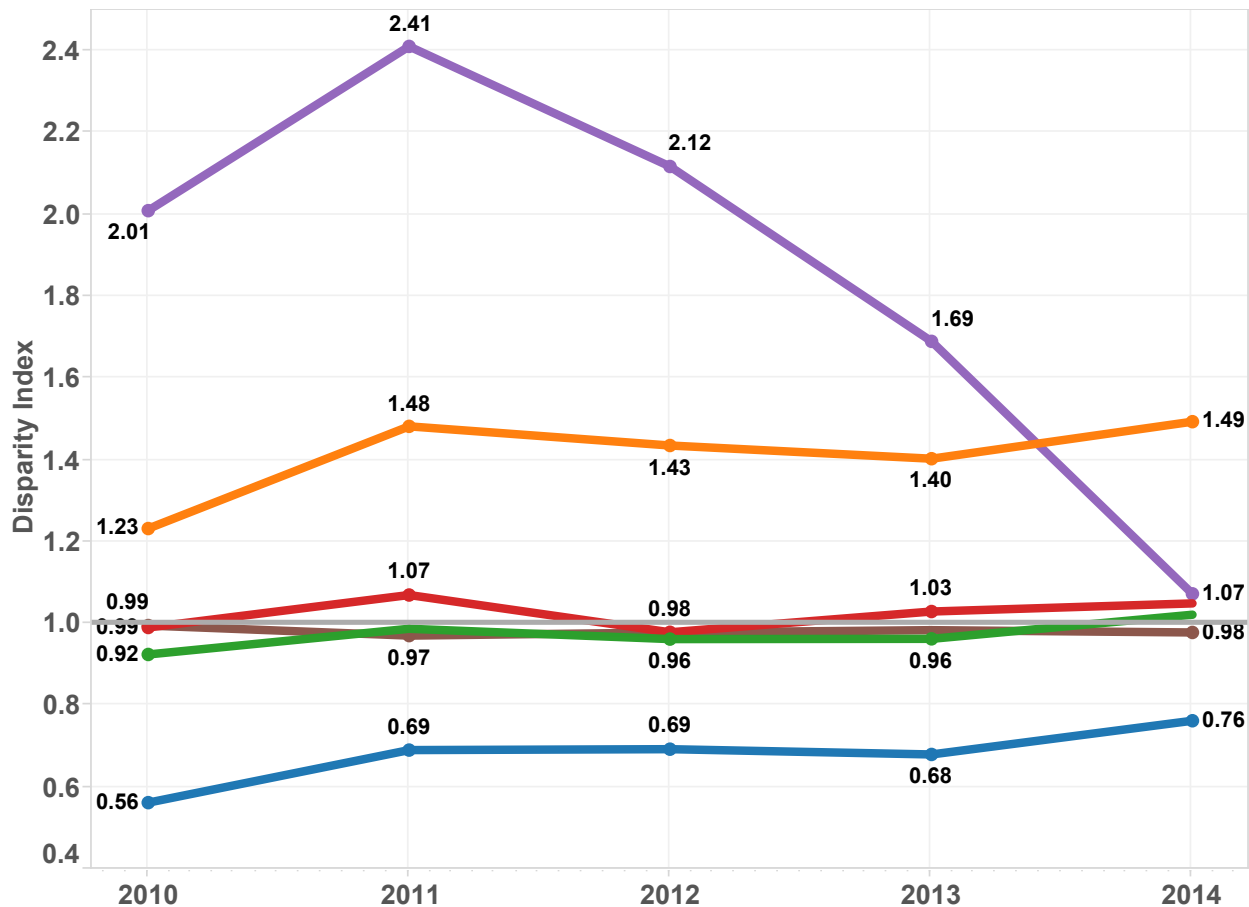
DISPARITY INDEX OF TRAFFIC STOPS

Over the past five years our state’s population has changed in size and in specific demographics. The Nebraska Adult Population figures obtained via the US Census Bureau help provide a more accurate comparison to analyze our traffic stop data. When available we use annual census estimates. Previous iterations of this report simply indicated population percentages next to the traffic stop percentages - and it was the viewer who had to decipher the differences. By comparing the Nebraska Adult Population percentages with our Traffic Stop percentages outlined in the previous page we are able to produce a disparity index to better understand the differences.

The disparity index is used to measure the probability drivers of a given race or ethnic group are stopped based on their proportion of the adult population. This is not the population of motorists using Nebraska’s roads, as it must be noted that a race’s share of the adult population may or may not equal its proportion of drivers. To interpret the disparity index, a value greater than one indicates an over-representation, a value of one represents no disparity, a value less than one indicates an under representation. The disparity index is calculated by dividing the proportion of stops by the proportion of population.

One would assume that the two proportions should be close, but that may not always be the case. The low Disparity Index value for Asians, for example, could simply suggest that they are under-represented among the Nebraska motorists. Also, there is no way to quantify the racial make-up of out-of-state drivers nor their percentage of traffic stop, therefore the disparity index accuracy is compromised. As outlined in the Data Reporting Considerations of this report, there is no single explanation for the disparities provided in this report.

The values on the disparity index for the different groups can be compared directly to one another. For example, the likelihood that a black motorist was stopped is 1.52 times that of a white motorist (1.49/.98).



DISPARITY INDEX OF TRAFFIC STOPS (NSP VERSUS NON-NSP)

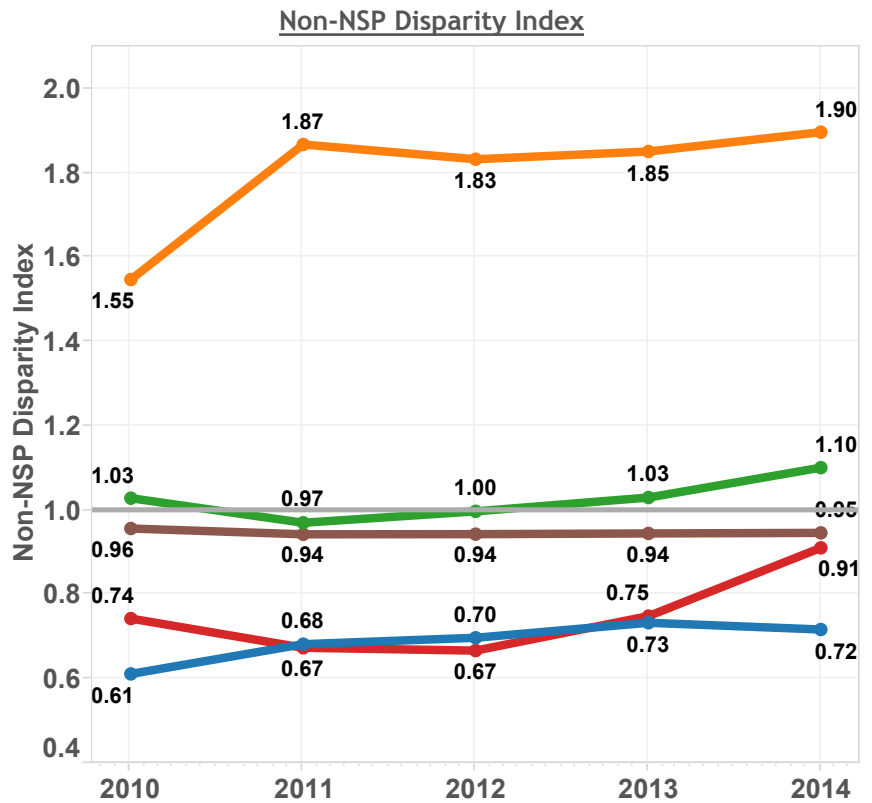
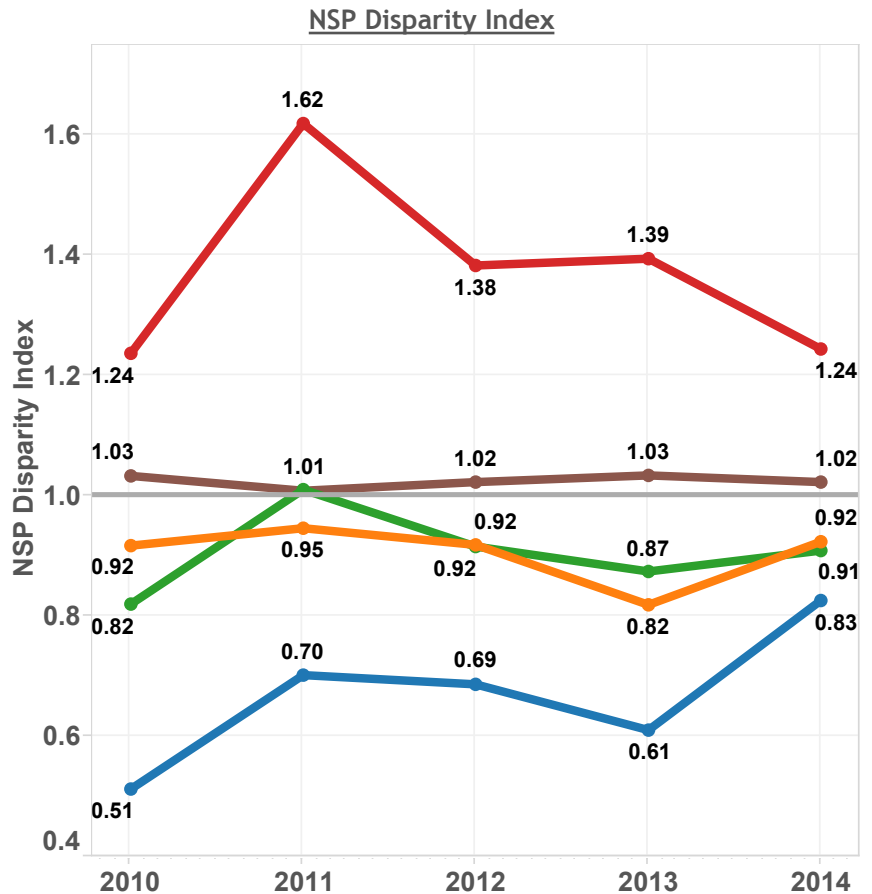
The following line graphs are comparing the disparity index for the NSP traffics stops, and all other Non-NSP traffic stops.

Again the disparity index is calculated using the same Nebraska Adult Population percentages utilized in the two previous pages. To interpret the disparity index; a value greater than one indicates an over-representation, a value of one represents no disparity, a value less than one indicates an under representation. The disparity index is calculated by dividing the proportion of stops by the proportion of population.

A majority of the NSP traffic stops occur on the Interstate system. There is no metric available that can effectively estimate the demographic make-up of the individuals that travel on the Interstate system. Without a clear quantitative method to identify the demographics of the population traveling through the state of Nebraska, it is difficult to make any diffinitive conclusion.

The likelihood that a Native American/Alaskan Native motorist was stopped by NSP is 1.22 times that of a white motorist (1.24/1.02). The likelihood that a Black motorist was stopped by a Non-NSP Agency is 2 times that of a white motorist (1.90/0.95).

The 'Other' race has been removed from these visualizations to better illustrate the disparity index comparison.



DISPARITY INDEX OF TRAFFIC STOPS (OMAHA PD & LINCOLN PD)

The following line graphs are comparing the disparity index for the Omaha PD and Lincoln PD traffic stops.

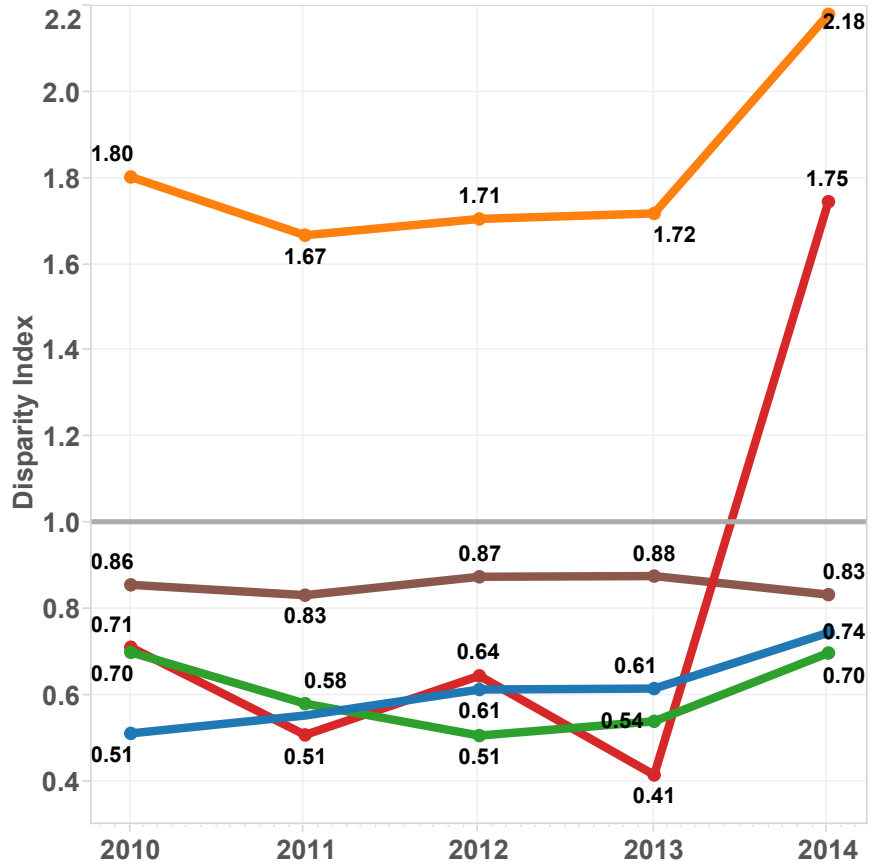
To interpret the disparity index; a value greater than one indicates an over-representation, a value of one represents no disparity, a value less than one indicates an under representation. The disparity index is calculated by dividing the proportion of stops by the proportion of population.

These two Police Departments collectively account for almost twenty percent of the traffic stops reported each year. The city specific disparity index population numbers are utilizing the city wide population, not the adult population figures. These population numbers are estimates obtained from the US Census Bureau.

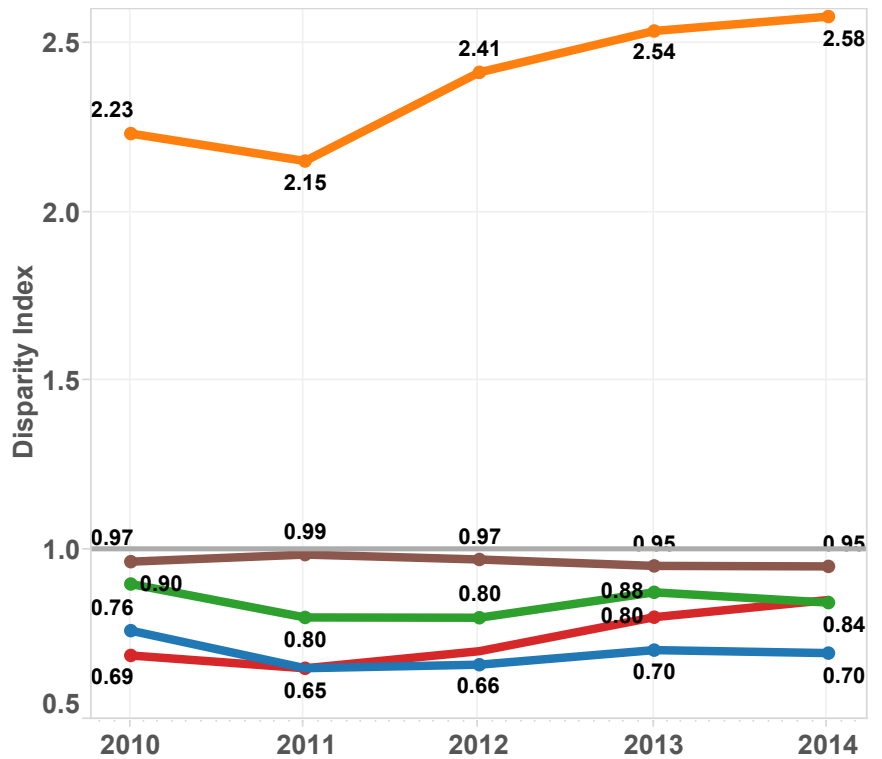
The likelihood that a Black motorist was stopped by Omaha PD is 2.63 times that of a white motorist (2.18/0.83). The likelihood that a Black motorist was stopped by a Lincoln PD is 2.72 times that of a white motorist (2.58/0.95).

- Race
- Asian/Pacific Islander
 - Black
 - Hispanic
 - Native American/Alaskan Native
 - White

Omaha PD Disparity Index



Lincoln PD Disparity Index



REASON FOR TRAFFIC STOP

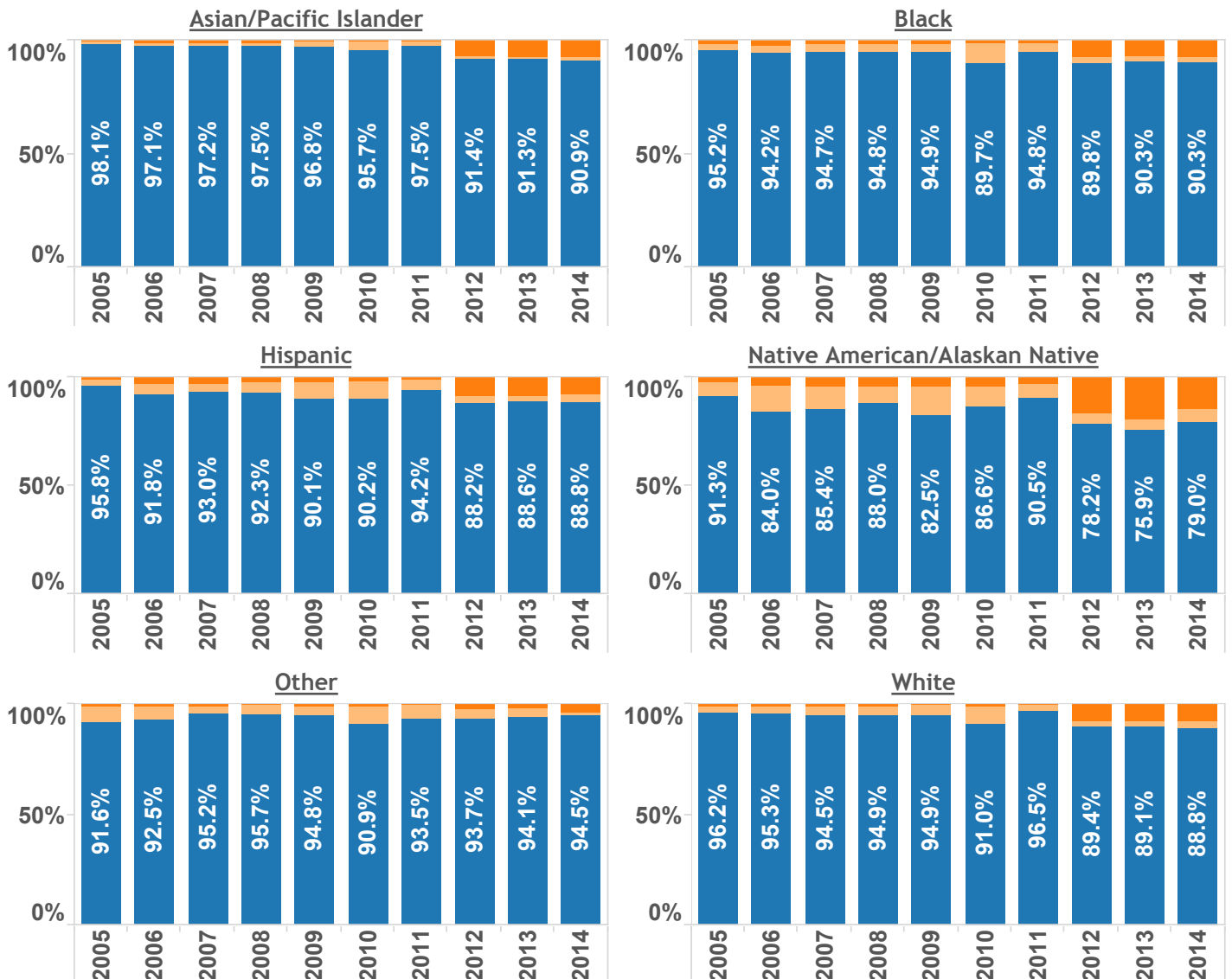
The percentages in the tables describe the portion of the race that was reported in a particular category. For example: 98.1% of all stops involving Asian/Pacific Islander drivers in 2005 were for traffic code violations, and 96.1% of all stops were for traffic code violations.

Reason for the Stop indicates the primary reason that the traffic stop was initiated by the officer. A traffic stop may include more than one reason. Traffic Code Violations are the typically thought of traffic violations such as speeding. While 8.1% of the overall stops were for a criminal code violation the proportion was much larger for Native Americans (14.8%).

	Traffic Code Violation		Criminal Code Violation		Other & Unknown	
	Count	Percent	Count	Percent	Count	Percent
2005	469,188	96.10%	5,919	1.21%	13,143	2.69%
2006	439,665	94.93%	7,163	1.55%	16,303	3.52%
2007	384,390	94.34%	6,640	1.63%	16,402	4.03%
2008	475,436	94.68%	5,941	1.18%	20,750	4.13%
2009	456,618	94.49%	5,522	1.14%	21,128	4.37%
2010	489,234	90.89%	6,093	1.13%	42,970	7.98%
2011	496,177	96.14%	4,850	0.94%	15,054	2.92%
2012	451,853	89.39%	40,087	7.93%	13,541	2.68%
2013	438,647	89.13%	38,622	7.85%	14,865	3.02%
2014	455,502	88.93%	41,626	8.13%	15,081	2.94%

Reason

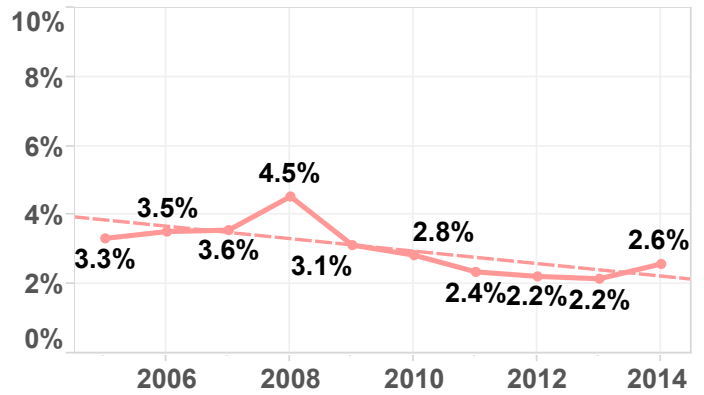
- Criminal Code Violation
- Other & Unknown
- Traffic Code Violation



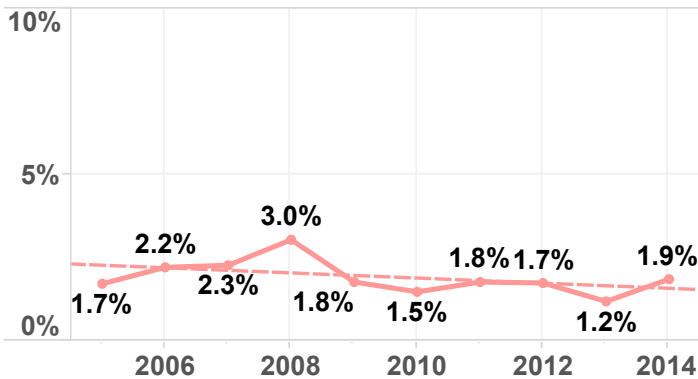
SEARCH PERCENTAGE

The following is a break out by race over the past ten years showing the percentage of stops that have a search conducted. For example in 2005, 4.1% of all traffic stops involving Black drivers included a search. Search counts are not to include inventory arrests or those done incident to arrest. Instead they reflect searches done as part of the officer's processing of the traffic stop. Stops of Asian/Pacific Islanders involved searches less often than the overall population from 2005-2014. Stops involving Black, Hispanic or Native American/Alaskan Natives more often resulted in searches being conducted compared to searches among all drivers. The following trend lines allow the reader to compare each race to each other, the overall (top-right), and over time.

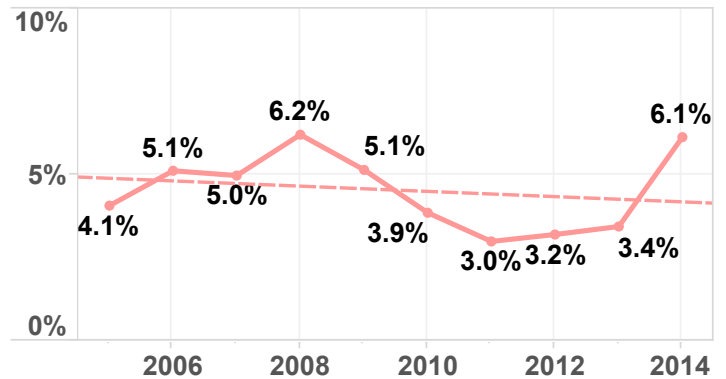
All Races Combined Search Rate



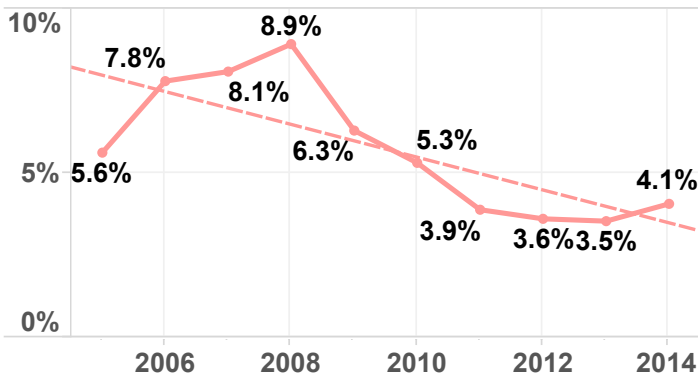
Asian/Pacific Islander



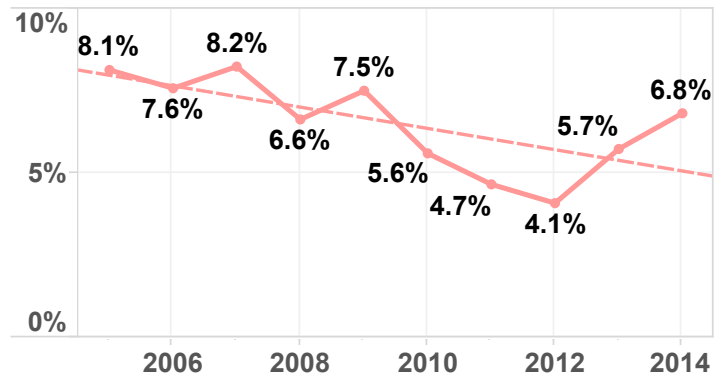
Black



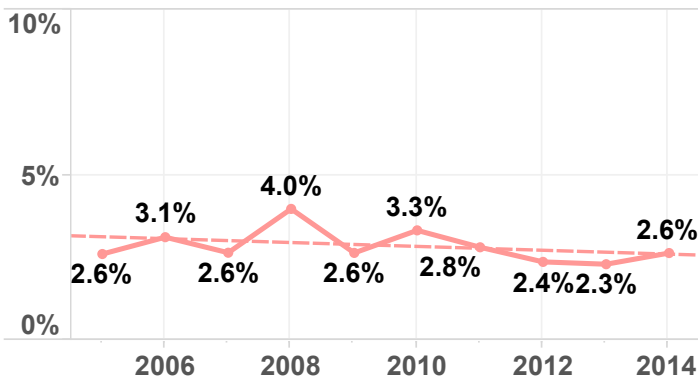
Hispanic



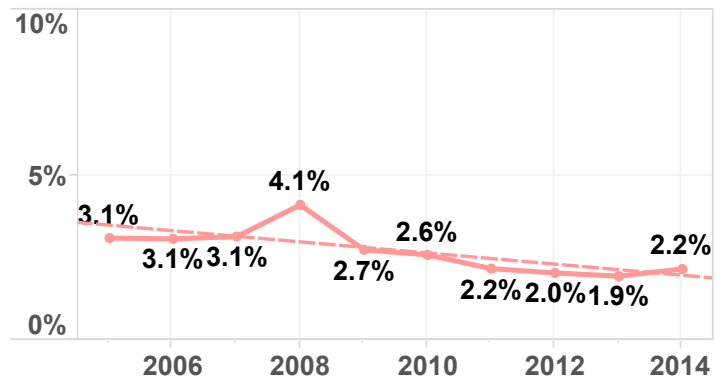
Native American/Alaskan Native



Other



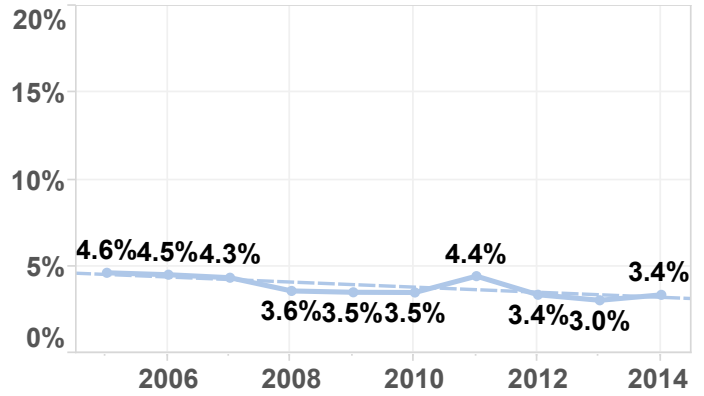
White



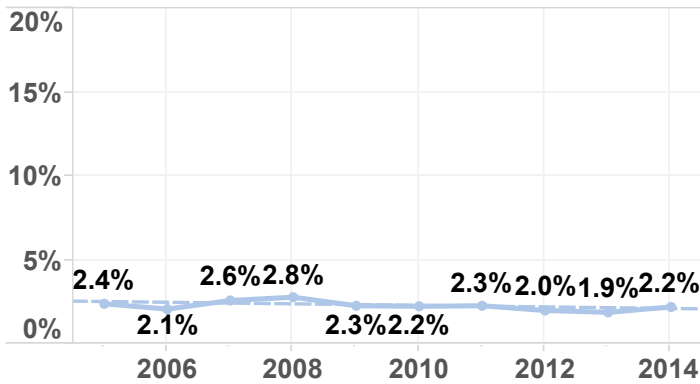
DISPOSITION OF TRAFFIC STOP (ARREST PERCENTAGE)

The Disposition of the traffic stop reports the primary outcome of the stop. A traffic stop may result in a variety of outcomes. A custodial arrest is not done when only a traffic violation is involved. Therefore, the stop could involve things such as a DUI arrest, a lack of identification, an outstanding warrant (discovered in a general license check) or some other criminal activity in the car or even by the occupants. However, the data is not detailed enough for us to know what specific violation caused a custodial arrest. In 2014, 13.9% of Blacks stopped were taken into custodial arrest, compared to 3.4% of the general population. The following trend lines allow the reader to compare each race to each other, the overall (top-right), and over time.

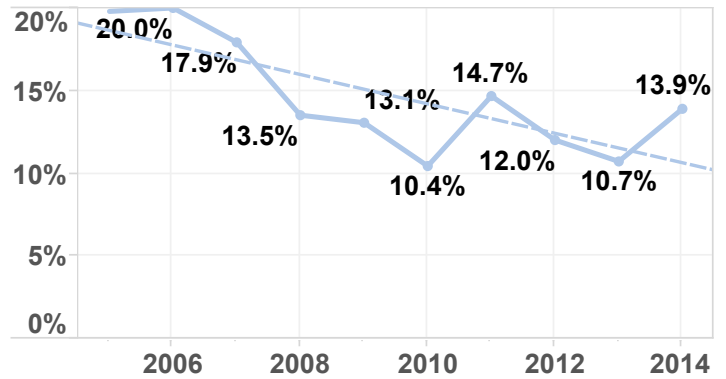
All Races Combined Arrest Rate



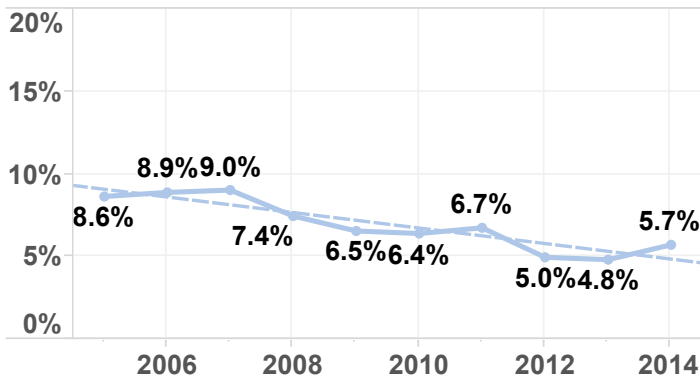
Asian/Pacific Islander



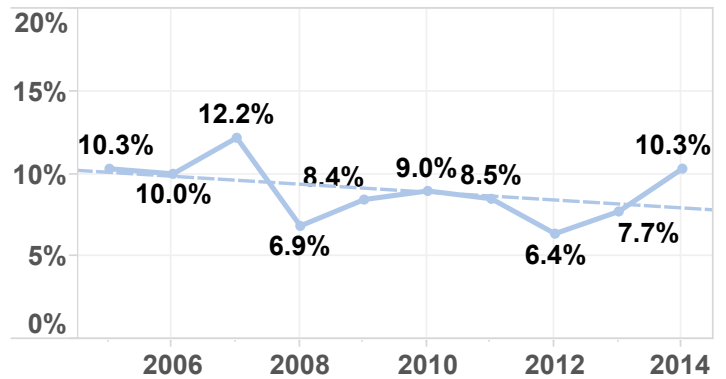
Black



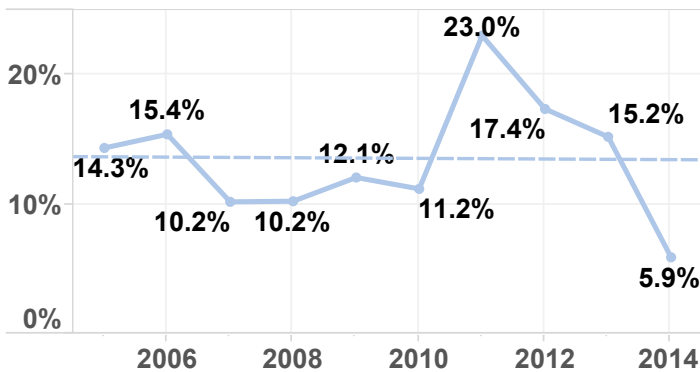
Hispanic



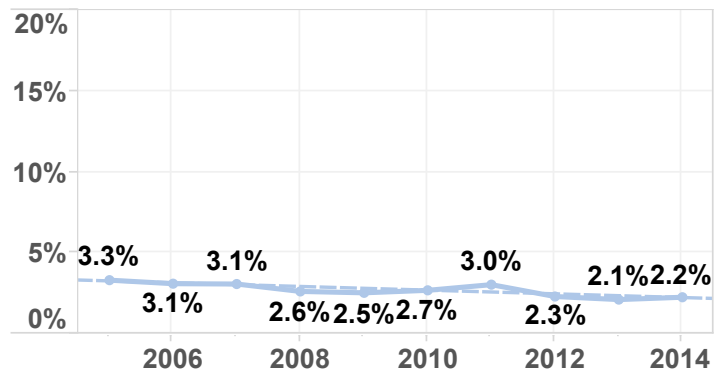
Native American/Alaskan Native



Other



White



COUNTY SPECIFIC DETAILS

Previous pages focused on statewide data; the next set of pages focuses on the top five most populous counties. As stated before, the general or census population only provides one aspect of the potential group that would be stopped by law enforcement, particularly in areas with a lot of commuters or Interstate traffic. Nonetheless, the local population provides one view of the area and is often discussed. The local populations across the state vary greatly, as you will see as you review the county and agency specific data.

There are great differences across the state in the minority populations by county and within various cities. These differences would obviously affect the day to day occurrence of any racial group in any kind of activity, including traffic stops. The varying distribution of minority populations across Nebraska significantly affects the contact law enforcement would have with them. For instance Douglas County has a Black population of 11% compared to the statewide population of around 4%. In Omaha the proportion is around 13%.

The following pages provide traffic stop data broken out by race for these selected counties, and for the most populous city within the county. The county level data reflects reported stops by all law enforcement agencies within the county, and the city level data reflects reports by the city police department within the city.

There are obvious differences in the stops made in different counties relative to race. There are considerations other than the resident population, particularly given travelers and Interstate traffic, in addition to possible officer activity.

Once the stop has been made there can be a variety of actions taken. Research often looks at the handling and the disposition of the stop for disparity. This can reflect differences in processing by race but it must be remembered that there are a variety of factors involved. Each breakout page includes the traffic stop counts by race so one can compare to the population table -- along with search counts and percentages.

The bar charts include the percentages referring to proportions for an activity. Mainly one can see what percentage of stops have a search to give the viewer perspective. As you will see, many of the minority populations are so small that numerical changes can result in dramatic percentage changes, particularly at the county or city breakdowns.

DOUGLAS COUNTY TRAFFIC STOP DATA

The following figures represent data submitted from only those agencies within Douglas County. The frequency of traffic stops within Douglas County has been decreasing the past four years. Over the past four years data provided has been increasingly more detailed, as there has been a steady decrease in the number of traffic stops that are identified as 'Other'.

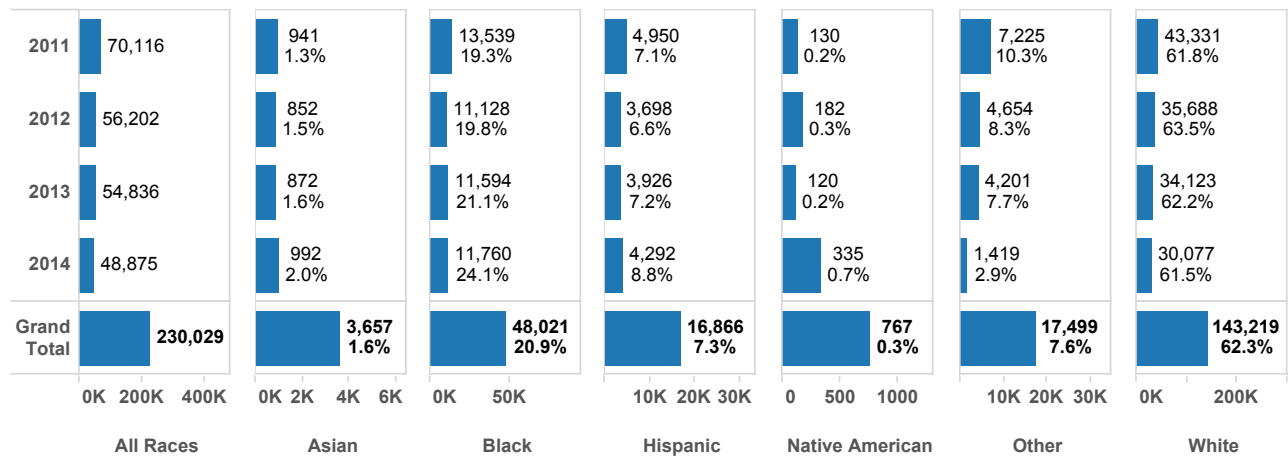
As noted in previous pages of this report the majority of stops in Douglas County were by the Omaha PD. Black drivers in Douglas County are stopped a little more than twice as often by a Douglas County law enforcement agency, when comparing percentage of stops to the population percentage for 2014. (24.1% to 11.2%)

The four year search percentage is also highest for Native American/Alaskan Native (6.0%), and Black drivers (3.4%), All Races combined are searched 2.1% of the time. Searches have doubled in Douglas County from 919 in 2013 to 1,801 in 2014.

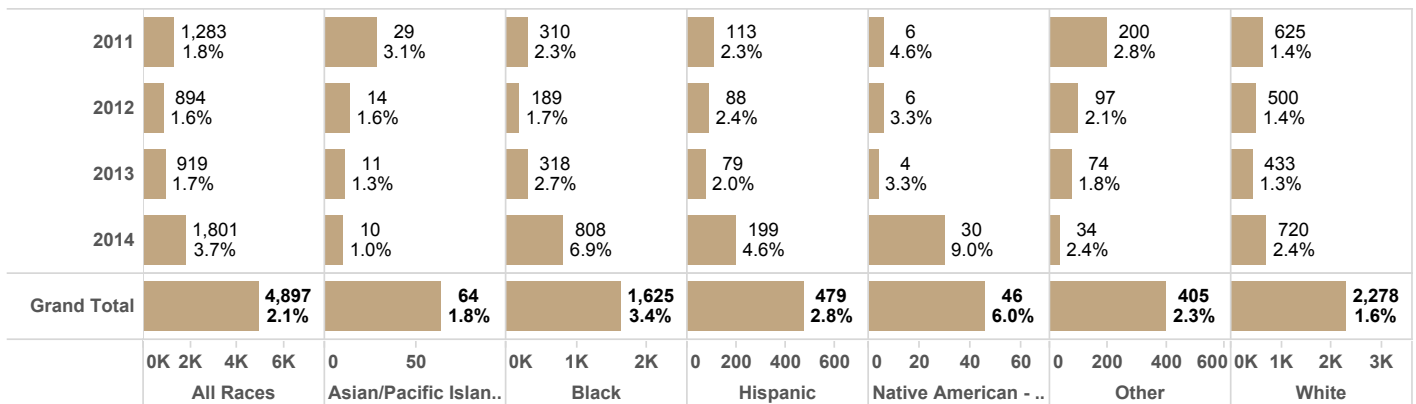
DOUGLAS COUNTY POPULATION

	Asian	Black	Hispanic	Native American/ Alaskan Native	Other	White
2011	2.4%	11.1%	10.5%	0.3%	2.7%	73.0%
2012	2.5%	11.1%	10.8%	0.4%	2.7%	72.5%
2013	2.7%	11.2%	11.1%	0.5%	2.5%	72.1%
2014	2.8%	11.2%	11.3%	0.4%	2.5%	71.7%

TRAFFIC STOP COUNTS & PERCENTAGES



SEARCH COUNT & PERCENTAGE



OMAHA PD TRAFFIC STOP DATA (DOUGLAS COUNTY)

The following figures represent data submitted from Omaha PD. The frequency of traffic stops by Omaha PD has been decreasing the past four years. Over the past four years data provided by Omaha PD has been increasingly more accurate, as there has been a steady decrease in the race of the driver that are identified as 'Other'. Omaha PD has pointed out that the disparity shown below can be attributed to the manner in which the PD assigns officers to areas of statistically higher volumes of crime, especially felony crimes.

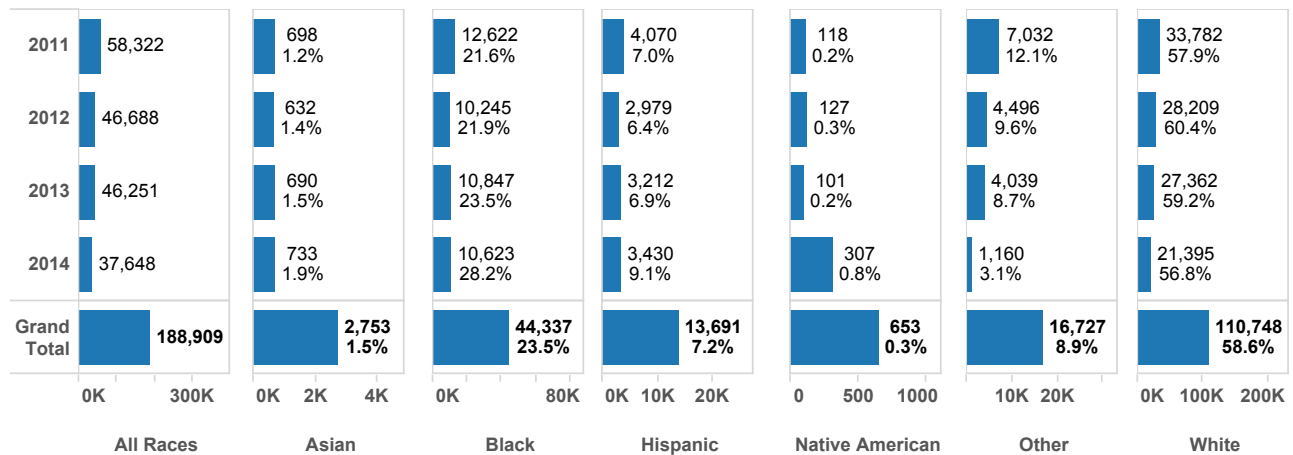
Black drivers in Omaha are stopped more than twice as often by Omaha PD, when comparing percentage of stops to the population percentage for 2014. (28.2% to 12.9%)

The four year search percentage is highest for Native American/Alaskan Native (5.5%), and Black drivers (3.1%), All Races combined are searched 1.6% of the time. Searches have more than doubled for Omaha PD 552 in 2013 to 1,339 in 2014.

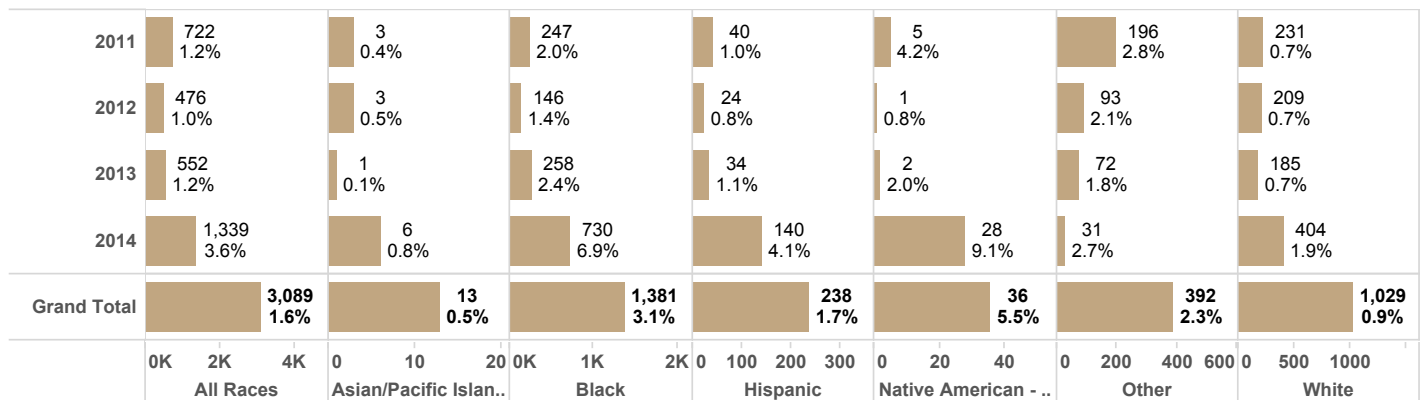
OMAHA POPULATION TABLE

	Asian	Black	Hispanic	Native American/ Alaskan Native	Other	White
2011	2.2%	13.0%	12.0%	0.4%	2.8%	69.6%
2012	2.2%	12.9%	12.6%	0.4%	2.8%	69.1%
2013	2.4%	13.0%	12.9%	0.5%	2.7%	68.4%
2014	2.6%	12.9%	13.1%	0.5%	2.7%	68.2%

TRAFFIC STOP COUNTS & PERCENTAGES



SEARCH COUNT & PERCENTAGE



DOUGLAS CO SO TRAFFIC STOP DATA

The following figures represent data submitted from the Douglas CO SO. The frequency of traffic stops by the Douglas CO SO has seen a minor increase from 2013 to 2014.

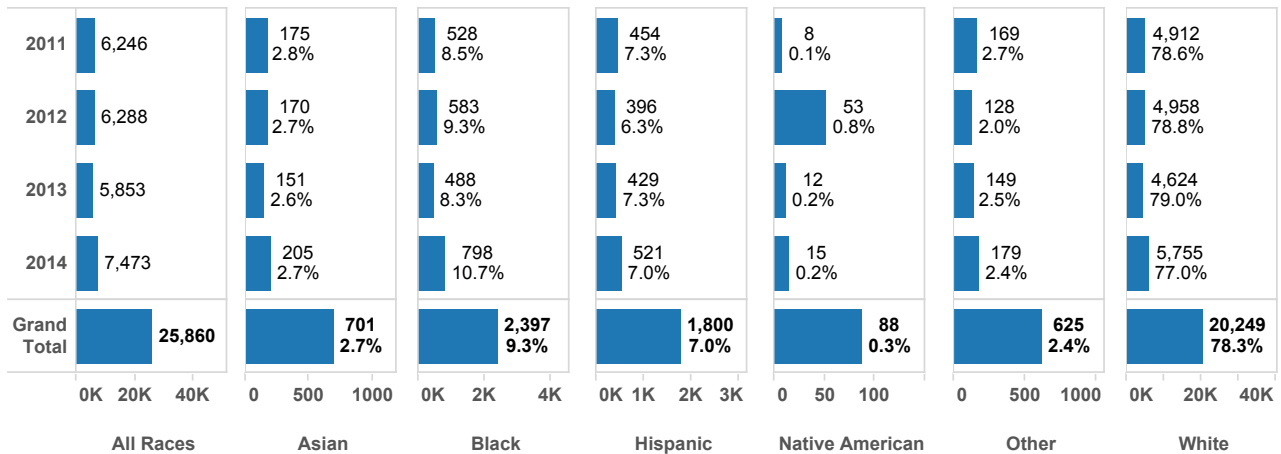
White drivers in Douglas County are stopped at a higher rate by the Douglas CO SO, when comparing percentage of stops to the population percentage for 2014. (77.0% to 71.7%)

The four year search percentage is highest for Hispanic drivers (10.1%), and Black drivers (8.1%), All Races combined are searched 4.8% of the time.

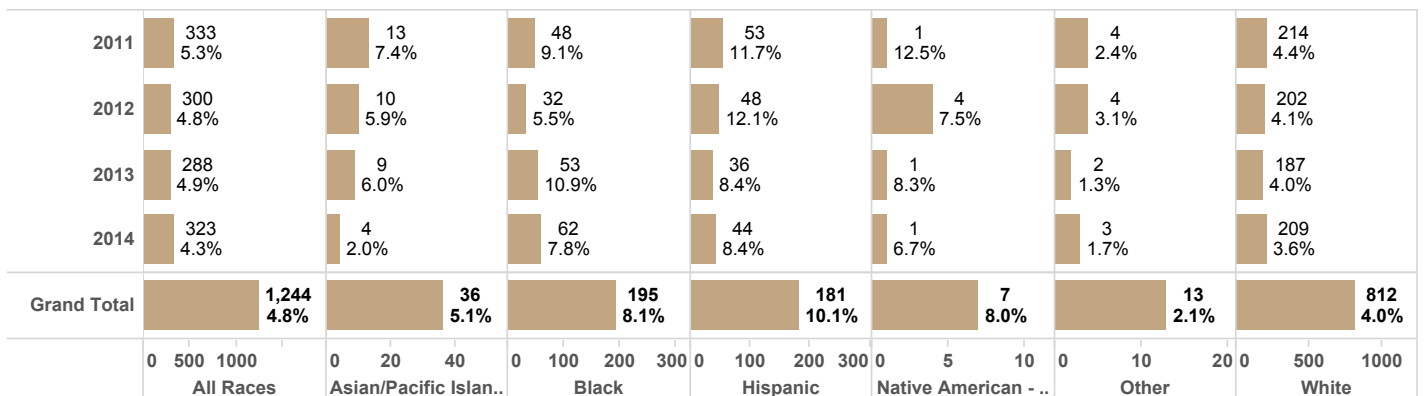
DOUGLAS COUNTY POPULATION TABLE

	Asian	Black	Hispanic	Native American/ Alaskan Native	Other	White
2011	2.4%	11.1%	10.5%	0.3%	2.7%	73.0%
2012	2.5%	11.1%	10.8%	0.4%	2.7%	72.5%
2013	2.7%	11.2%	11.1%	0.5%	2.5%	72.1%
2014	2.8%	11.2%	11.3%	0.4%	2.5%	71.7%

TRAFFIC STOP COUNTS & PERCENTAGES



SEARCH COUNT & PERCENTAGE



LANCASTER COUNTY TRAFFIC STOP DATA

The following figures represent data submitted from only those agencies within Lancaster County. The frequency of traffic stops within Lancaster County has been increasing the past four years. As noted in previous pages of this report the majority of stops in Lancaster County were by the Lincoln PD.

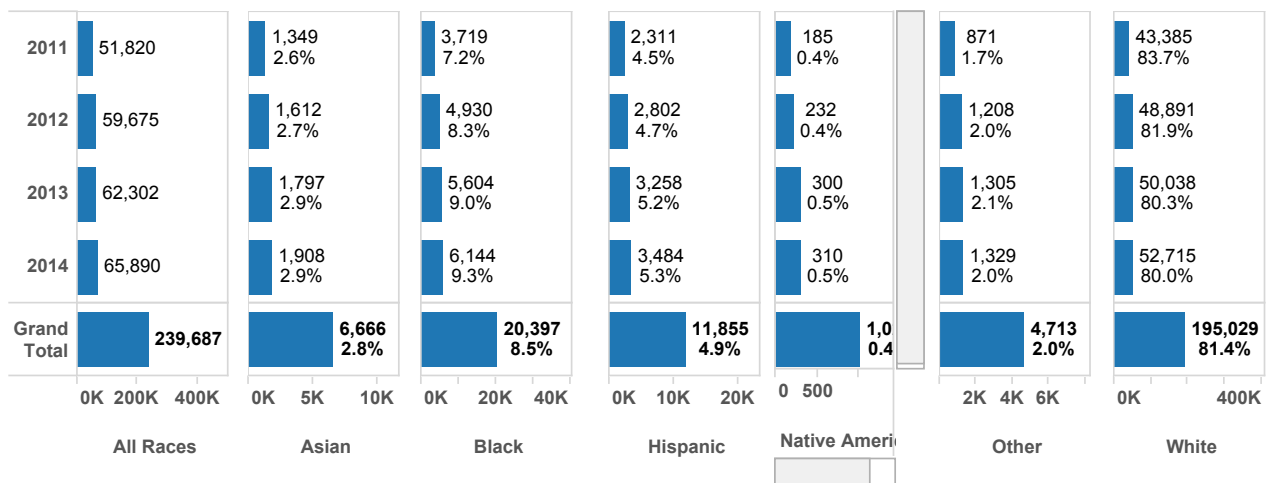
Black drivers in Lancaster County are stopped almost three times as often by a Lancaster County law enforcement agency, when comparing percentage of stops to the population percentage for 2014. (9.3% to 3.6%)

The four year search percentage is also highest for Native American/Alaskan Native (7.1%), with Black drivers being searched 5.2% of the time and Hispanic at 4.1% -- All Races combined are searched 2.6% of the time.

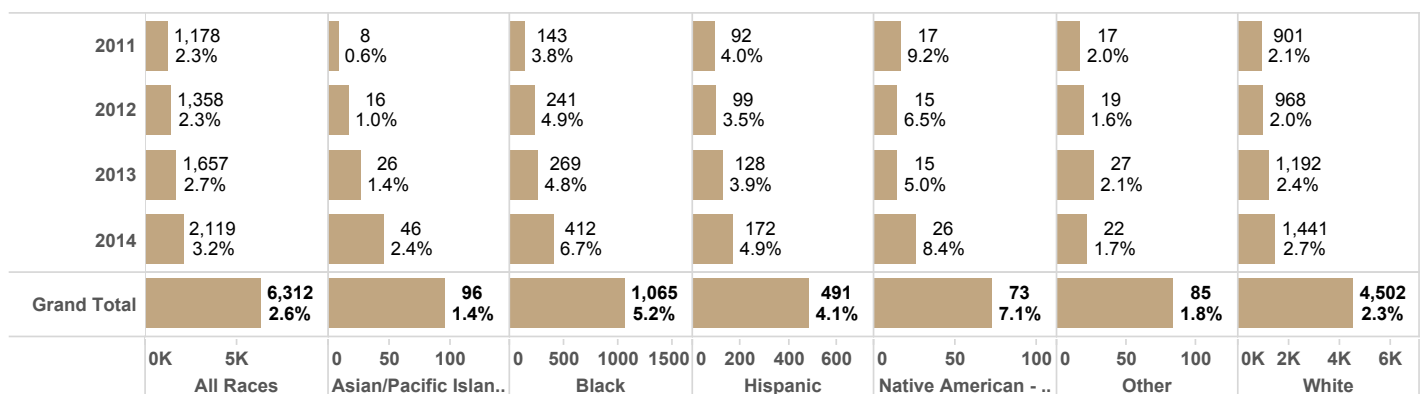
LANCASTER COUNTY POPULATION TABLE

	Asian	Black	Hispanic	Native American/ Alaskan Native	Other	White
2011	3.6%	3.3%	5.5%	0.5%	1.9%	85.2%
2012	3.6%	3.4%	5.7%	0.5%	2.0%	84.8%
2013	3.7%	3.5%	5.9%	0.5%	2.0%	84.4%
2014	3.8%	3.6%	6.0%	0.5%	2.0%	84.0%

TRAFFIC STOP COUNTS & PERCENTAGES



SEARCH COUNT & PERCENTAGE



LINCOLN PD TRAFFIC STOP DATA (LANCASTER COUNTY)

The following figures represent data submitted from Lincoln PD. The frequency of traffic stops by Lincoln PD has been increasing the past four years. Lincoln PD has pointed out that the disparity shown below might be less if we were able to incorporate multi-racial counts/percentages for comparison purposes.

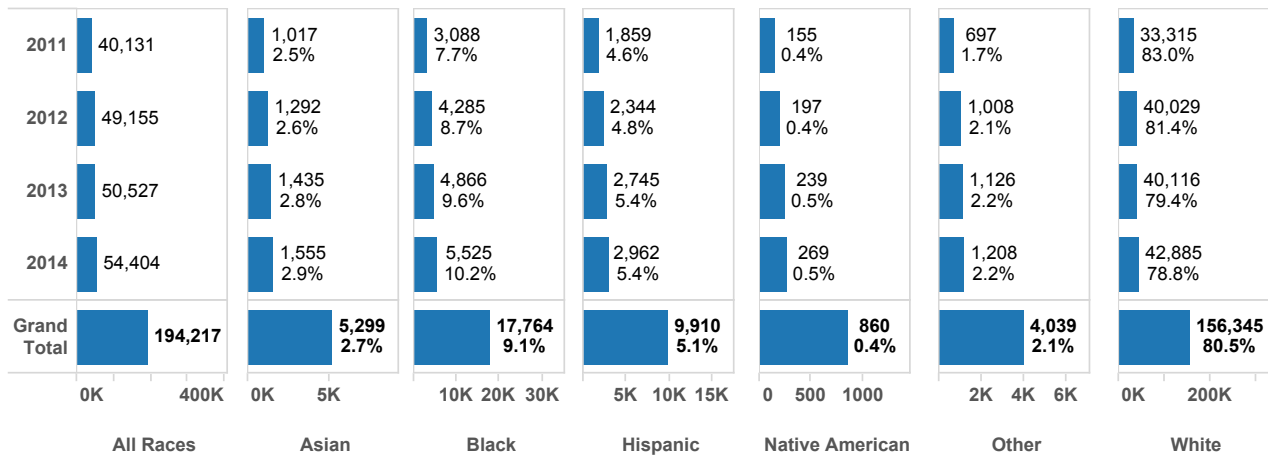
Black drivers in Lincoln are stopped more than twice as often by Lincoln PD, when comparing percentage of stops to the population percentage for 2014. (10.2% to 3.9%)

The four year search percentage is highest for Native American/Alaskan Native (6.2%), and Black drivers (4.9%), All Races combined are searched 1.9% of the time.

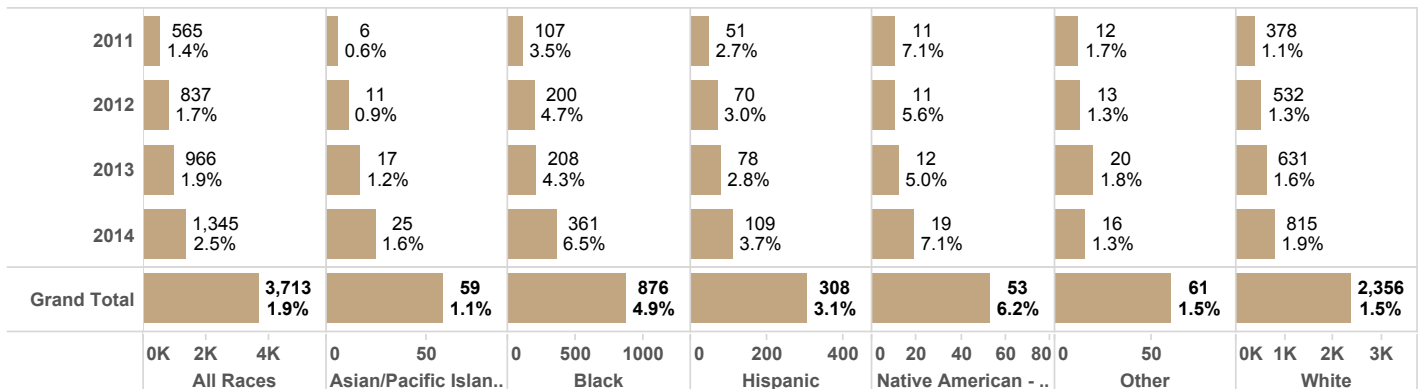
LINCOLN POPULATION TABLE

	Asian	Black	Hispanic	Native American/..	Other	White
2011	3.9%	3.6%	5.8%	0.6%	2.0%	84.1%
2012	4.0%	3.6%	6.0%	0.6%	2.1%	83.8%
2013	4.0%	3.8%	6.2%	0.6%	2.1%	83.3%
2014	4.1%	3.9%	6.4%	0.6%	2.1%	82.8%

TRAFFIC STOP COUNTS & PERCENTAGES



SEARCH COUNT & PERCENTAGE



LANCASTER CO SO TRAFFIC STOP DATA

The following figures represent data submitted from the Lancaster CO SO. The frequency of traffic stops by the Lancaster CO SO has seen a gradual increase since 2012.

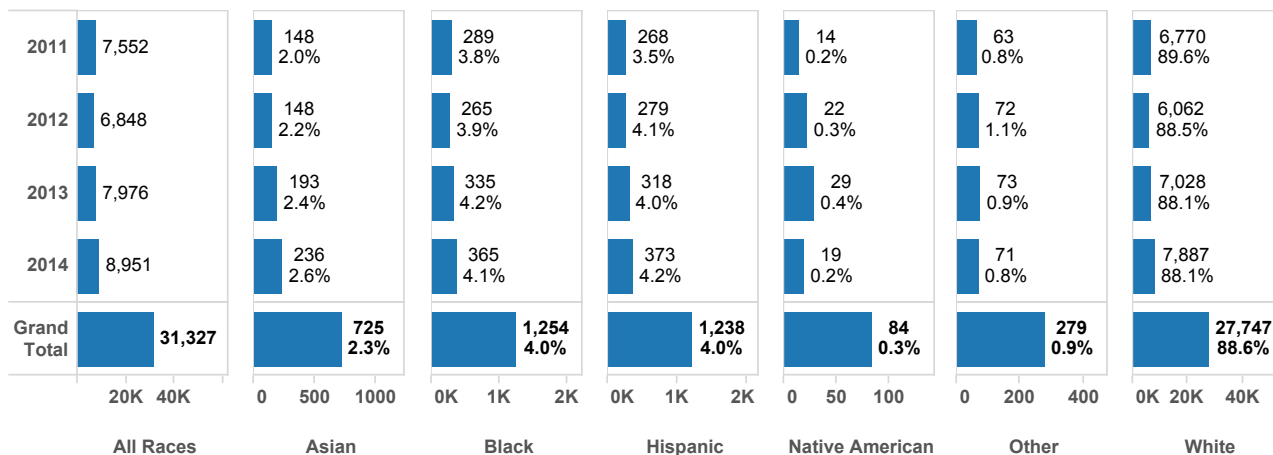
White drivers in Lancaster County are stopped at a higher rate by the Lancaster CO SO, when comparing percentage of stops to the population percentage for 2014. (88.1% to 84.0%)

The four year search percentage is highest for Native American/Alaskan Native drivers (14.3%), Hispanic drivers (9.8%), and Black drivers (9.5%). All Races combined are searched 4.8% of the time.

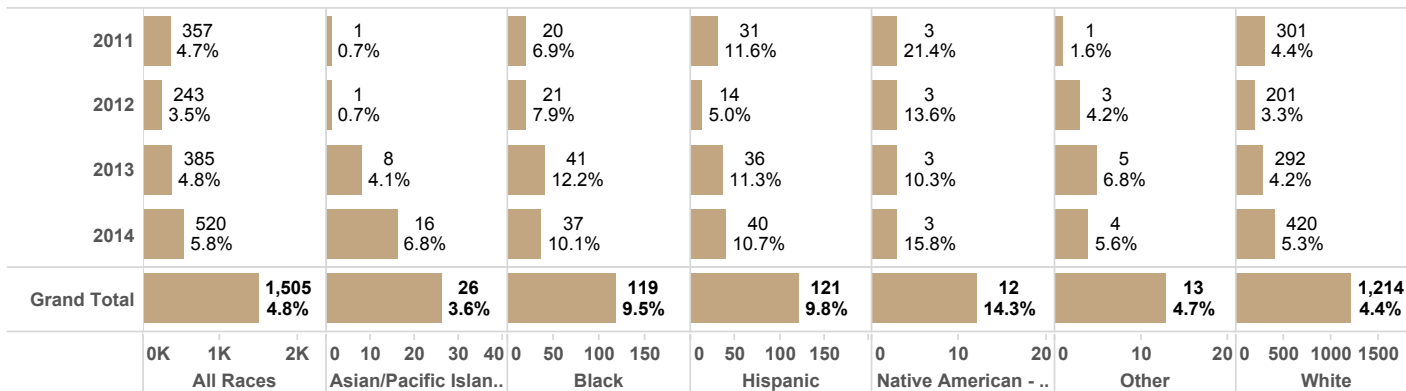
LANCASTER COUNTY POPULATION TABLE

	Asian	Black	Hispanic	Native American/..	Other	White
2011	3.6%	3.3%	5.5%	0.5%	1.9%	85.2%
2012	3.6%	3.4%	5.7%	0.5%	2.0%	84.8%
2013	3.7%	3.5%	5.9%	0.5%	2.0%	84.4%
2014	3.8%	3.6%	6.0%	0.5%	2.0%	84.0%

TRAFFIC STOP COUNTS & PERCENTAGES



SEARCH COUNT & PERCENTAGE



SARPY COUNTY TRAFFIC STOP DATA

The following figures represent data submitted from only those agencies within Sarpy County. A good portion of the traffic stops in Sarpy County were by the Bellevue PD.

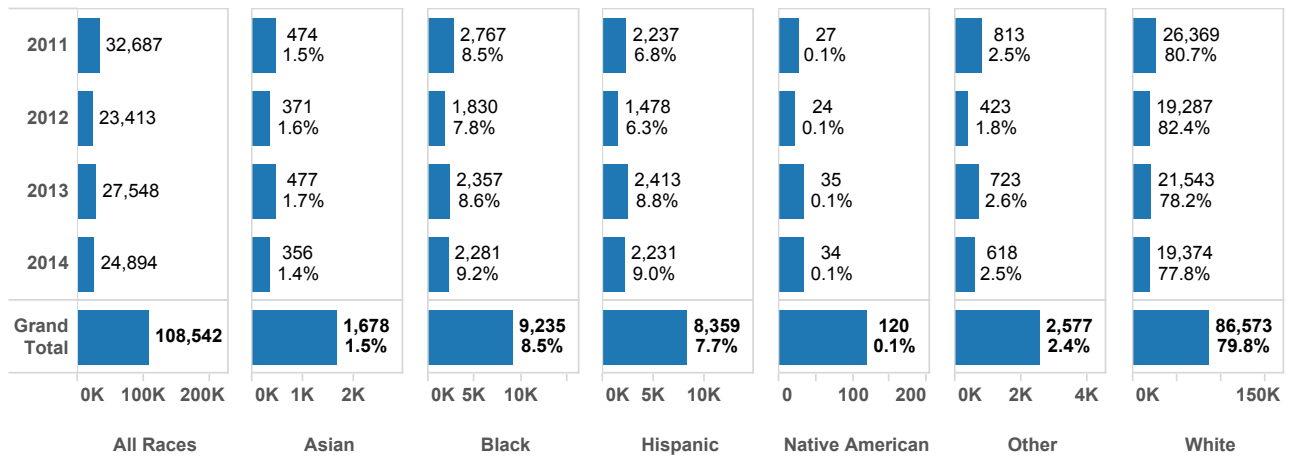
Black drivers in Sarpy County are stopped more than twice as often by a Sarpy County law enforcement agency, when comparing percentage of stops to the population percentage for 2014. (9.2% to 3.9%)

The four year search percentage is also high for Native American/Alaskan Native (11.7%), Hispanic (9.9%) and Black drivers (6.9%), All Races combined are searched 4.1% of the time.

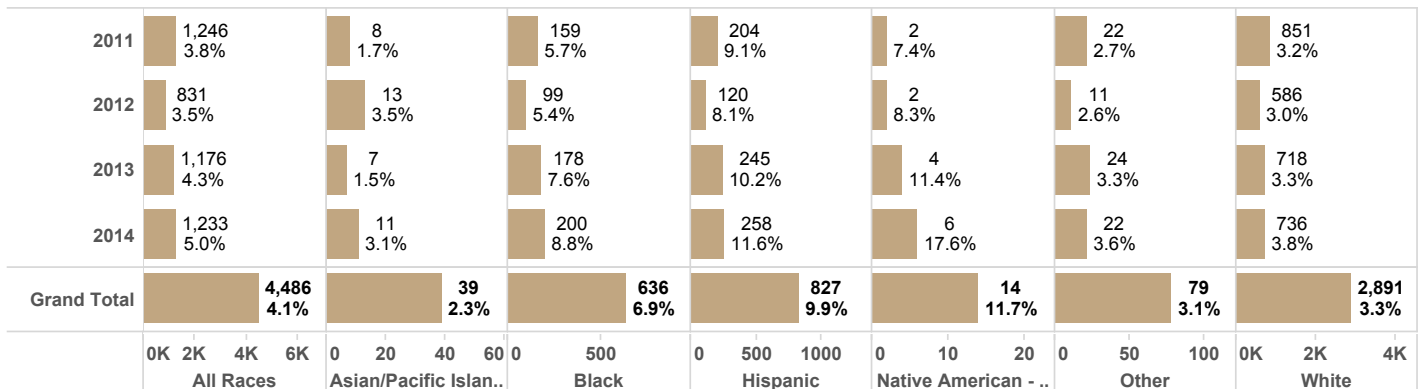
SARPY COUNTY POPULATION TABLE

	Asian	Black	Hispanic	Native American/ ..	Other	White
2011	2.1%	3.9%	6.8%	0.3%	2.7%	84.3%
2012	2.1%	4.0%	7.0%	0.3%	2.6%	84.1%
2013	2.1%	3.9%	7.3%	0.3%	2.6%	83.8%
2014	2.0%	3.9%	7.6%	0.3%	2.8%	83.4%

TRAFFIC STOP COUNTS & PERCENTAGES



SEARCH COUNT & PERCENTAGE



BELLEVUE PD TRAFFIC STOP DATA (SARPY COUNTY)

The following figures represent data submitted from Bellevue PD. The frequency of traffic stops by Bellevue PD has gone down, then up, and then leveled off in 2014. Bellevue PD has pointed out that the disparity shown below can be misleading, as there are people of varying demographics in the city of Bellevue at any time for a variety of reasons that do not actually reside in that city, given the proximity to the city of Omaha.

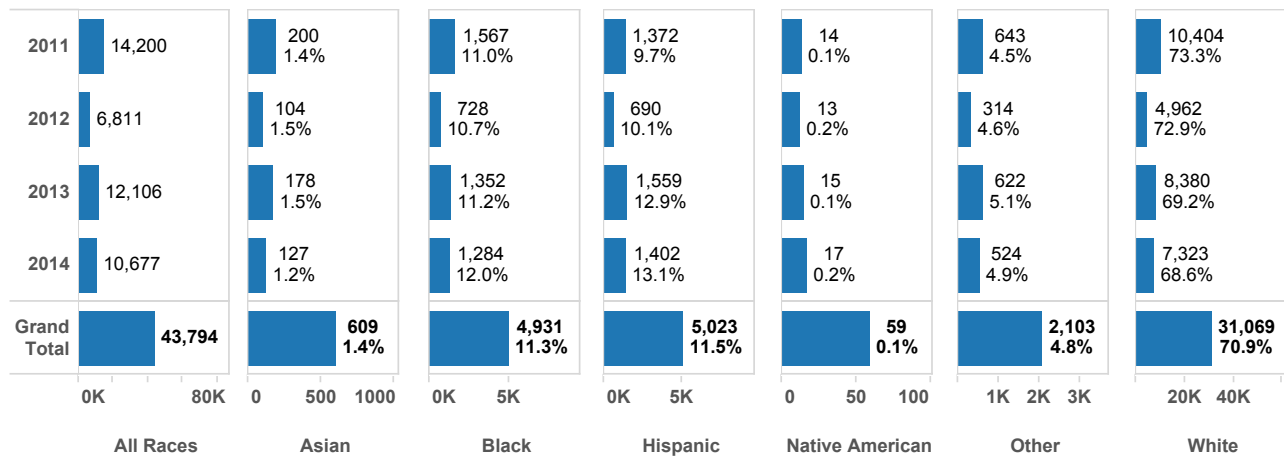
Black drivers in Bellevue are stopped almost twice as often by Bellevue PD, when comparing percentage of stops to the population percentage for 2014. (12.0% to 6.3%)

The four year search percentage is highest for Hispanic (12.0%), and Native American/Alaskan Native drivers (11.9%), All Races combined are searched 5.5% of the time.

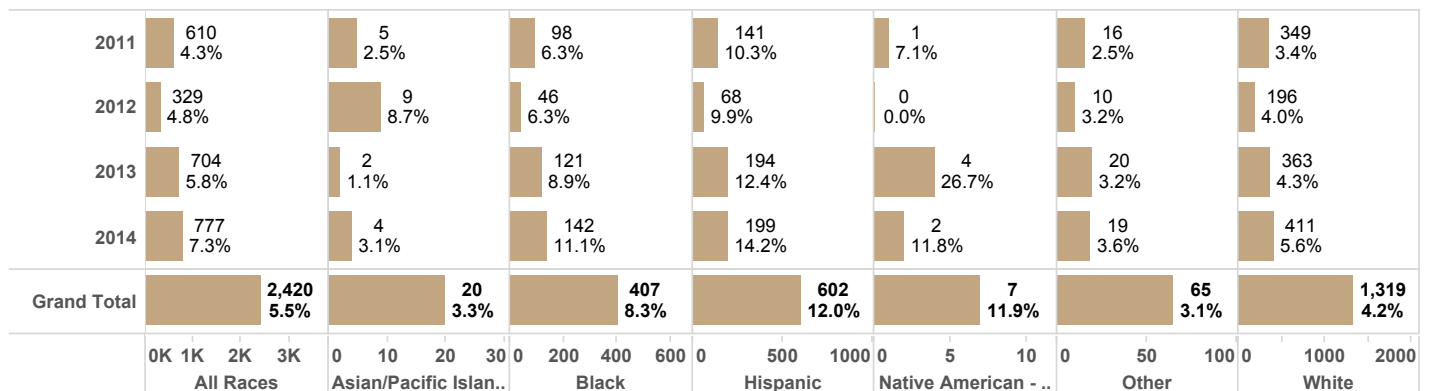
BELLEVUE POPULATION TABLE

	Asian	Black	Hispanic	Native American/ Alaskan Native	Other	White
2011	2.6%	7.2%	11.1%	0.3%	3.0%	75.8%
2012	2.4%	6.8%	12.7%	0.4%	2.9%	74.9%
2013	2.3%	6.3%	13.5%	0.6%	3.0%	74.2%
2014	2.0%	6.3%	13.7%	0.6%	3.1%	74.3%

TRAFFIC STOP COUNTS & PERCENTAGES



SEARCH COUNT & PERCENTAGE



SARPY CO SO TRAFFIC STOP DATA

The following figures represent data submitted from the Sarpy CO SO. The frequency of traffic stops by the Sarpy CO SO has been decreasing, but had a minor increase in 2014.

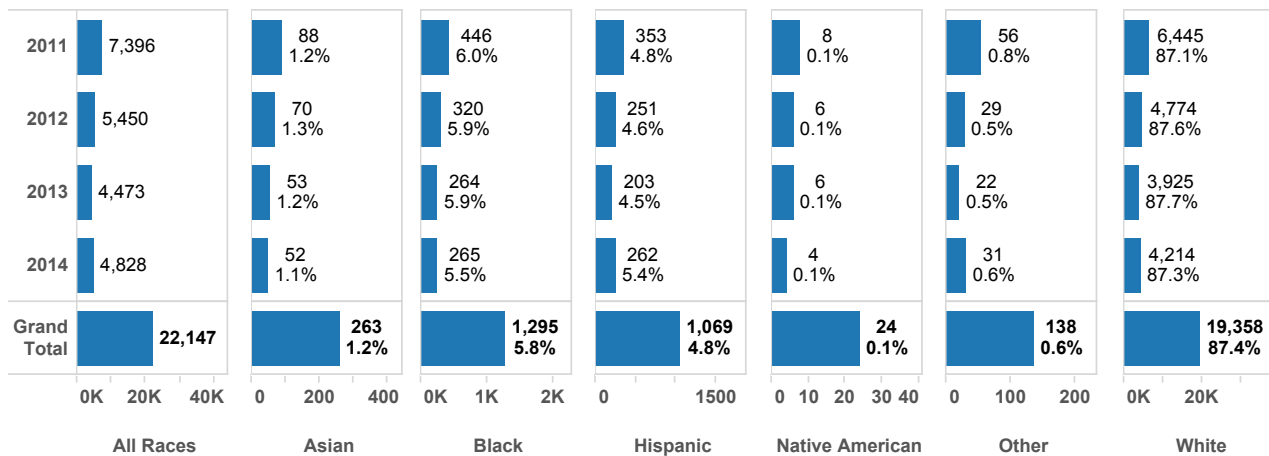
Black drivers in Sarpy County are stopped at a higher rate by the Sarpy CO SO, when comparing percentage of stops to the population percentage for 2014. (5.5% to 3.9%)

The four year search percentage is highest for Hispanic drivers (8.6%), Native American/Alaskan Native (8.3%), and Black drivers (5.7%). All Races combined are searched 3.0% of the time.

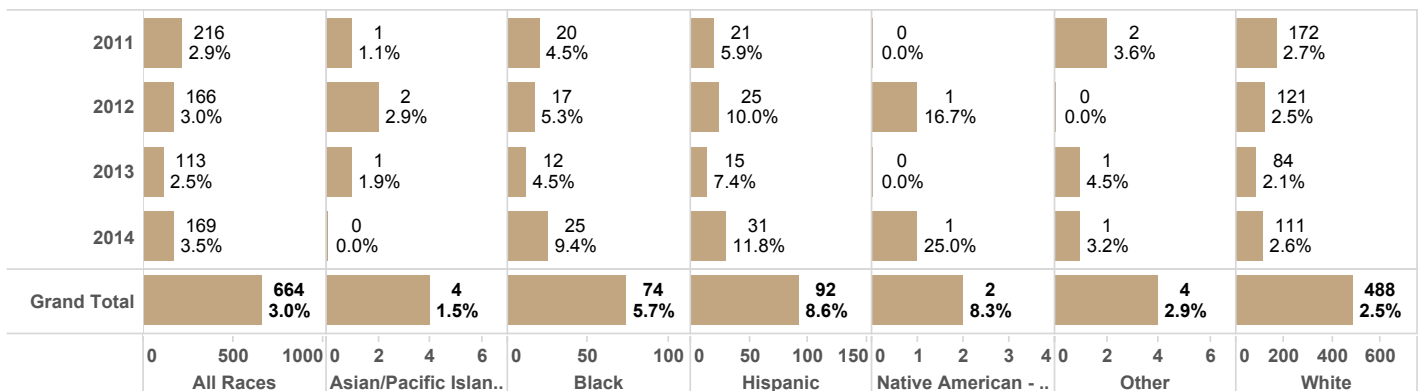
SARPY COUNTY POPULATION TABLE

	Asian	Black	Hispanic	Native American/ Alaskan Native	Other	White
2011	2.1%	3.9%	6.8%	0.3%	2.7%	84.3%
2012	2.1%	4.0%	7.0%	0.3%	2.6%	84.1%
2013	2.1%	3.9%	7.3%	0.3%	2.6%	83.8%
2014	2.0%	3.9%	7.6%	0.3%	2.8%	83.4%

TRAFFIC STOP COUNTS & PERCENTAGES



SEARCH COUNT & PERCENTAGE



HALL COUNTY TRAFFIC STOP DATA

The following figures represent data submitted from only those agencies within Hall County. The frequency of traffic stops within Hall County has been relatively flat, but has increased just this previous year. A majority of the traffic stops in Hall County were by the Grand Island PD.

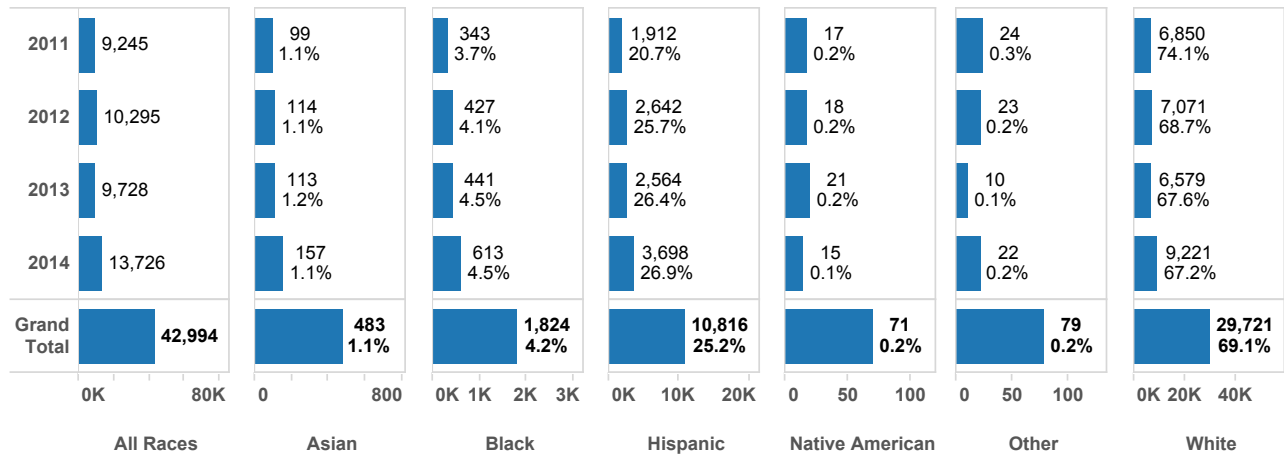
Black drivers in Hall County are stopped twice as often by a Hall County law enforcement agency, when comparing percentage of stops to the population percentage in 2014. (4.5% to 1.9%)

The four year search percentage is high for Native American/Alaskan Native (11.3%), and Hispanic drivers (5.5%), All Races combined are searched 3.9% of the time.

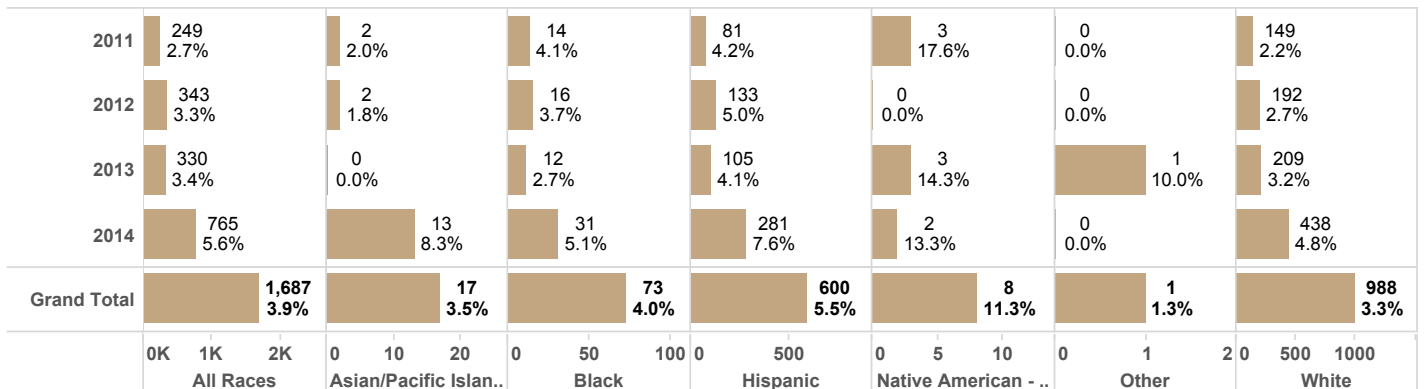
HALL COUNTY POPULATION TABLE

	Asian	Black	Hispanic	Native American/ Alaskan Native	Other	White
2011	1.1%	1.7%	21.2%	0.4%	0.7%	75.0%
2012	0.9%	2.0%	22.1%	0.4%	0.8%	73.8%
2013	1.0%	1.9%	23.2%	0.5%	0.8%	72.7%
2014	1.1%	1.9%	24.2%	0.4%	0.9%	71.5%

TRAFFIC STOP COUNTS & PERCENTAGES



SEARCH COUNT & PERCENTAGE



GRAND ISLAND PD TRAFFIC STOP DATA (HALL COUNTY)

The following figures represent data submitted from Grand Island PD. The frequency of traffic stops by Grand Island increased since 2011.

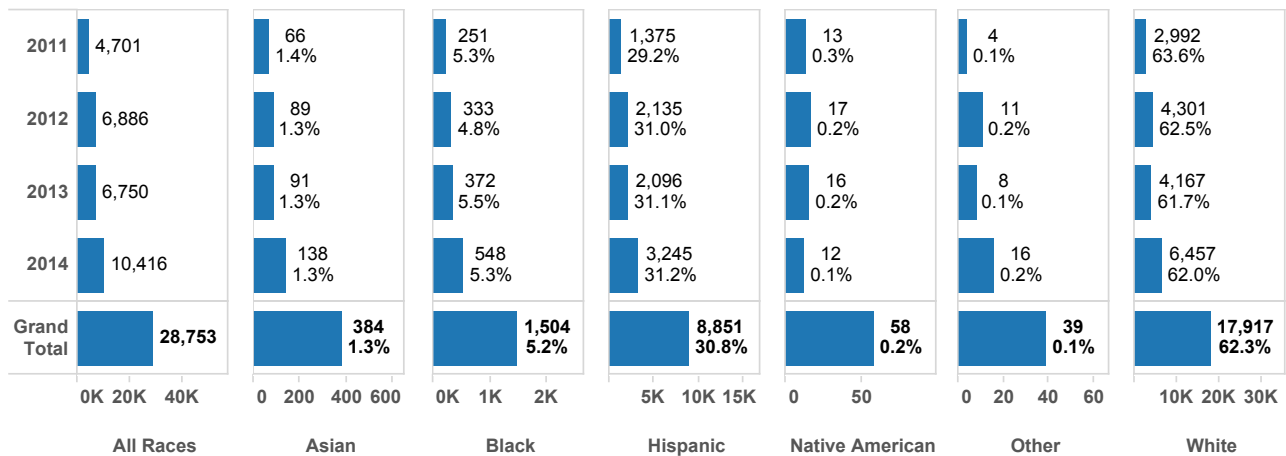
Hispanic drivers in Grand Island are stopped at a higher rate by Grand Island PD, when comparing percentage of stops to the population percentage for 2014. (31.2% to 27.4%)

The four year search percentage is highest for Native American/Alaskan Native (12.1%), and Hispanic drivers (6.0%), All Races combined are searched 4.8% of the time.

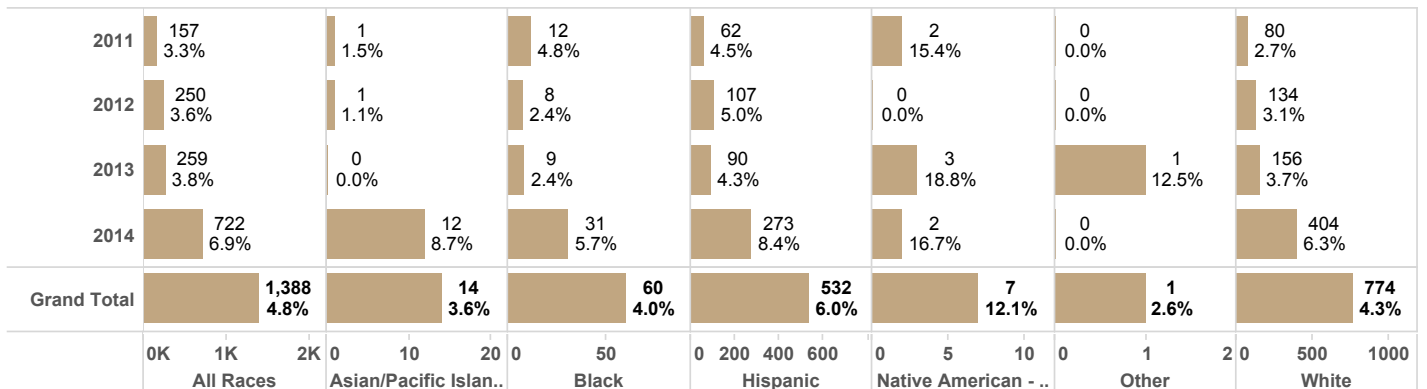
GRAND ISLAND POPULATION TABLE

	Asian	Black	Hispanic	Native American/ Alaskan Native	Other	White
2011	1.1%	2.0%	24.1%	0.4%	0.7%	71.6%
2012	1.0%	2.2%	25.1%	0.4%	0.8%	70.5%
2013	1.1%	2.1%	26.2%	0.6%	0.9%	69.2%
2014	1.2%	2.2%	27.4%	0.4%	0.9%	67.9%

TRAFFIC STOP COUNTS & PERCENTAGES



SEARCH COUNT & PERCENTAGE



HALL CO SO TRAFFIC STOP DATA

The following figures represent data submitted from the Hall CO SO. The frequency of traffic stops by the Hall CO SO has been decreasing, but had a minor increase in 2014.

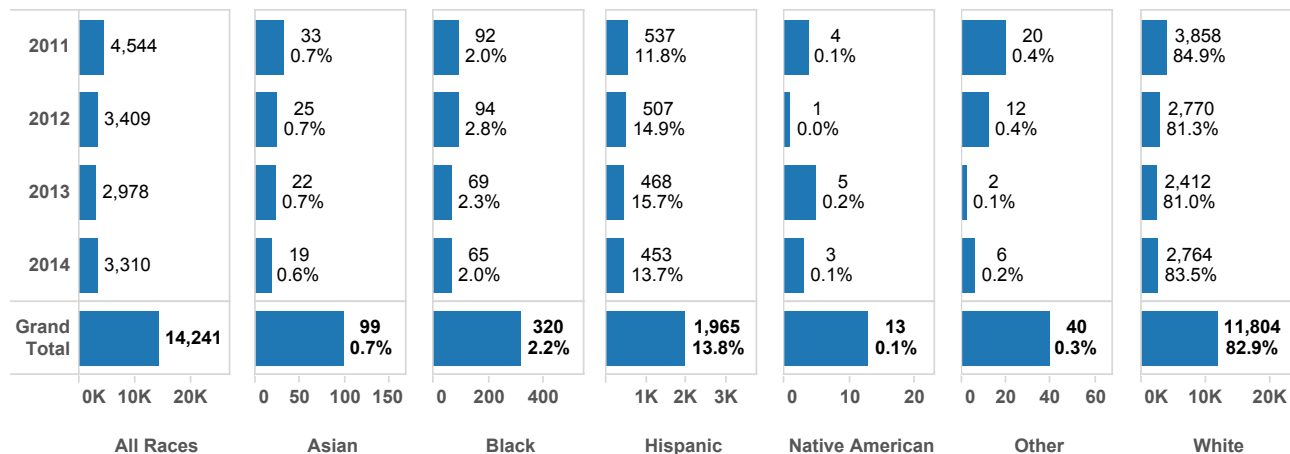
White drivers in Hall County are stopped at a higher rate by the Hall CO SO, when comparing percentage of stops to the population percentage for 2014. (83.5% to 71.5%)

The four year search percentage is high for Black drivers (4.1%), and Hispanic drivers (3.5%). All Races combined are searched 2.1% of the time.

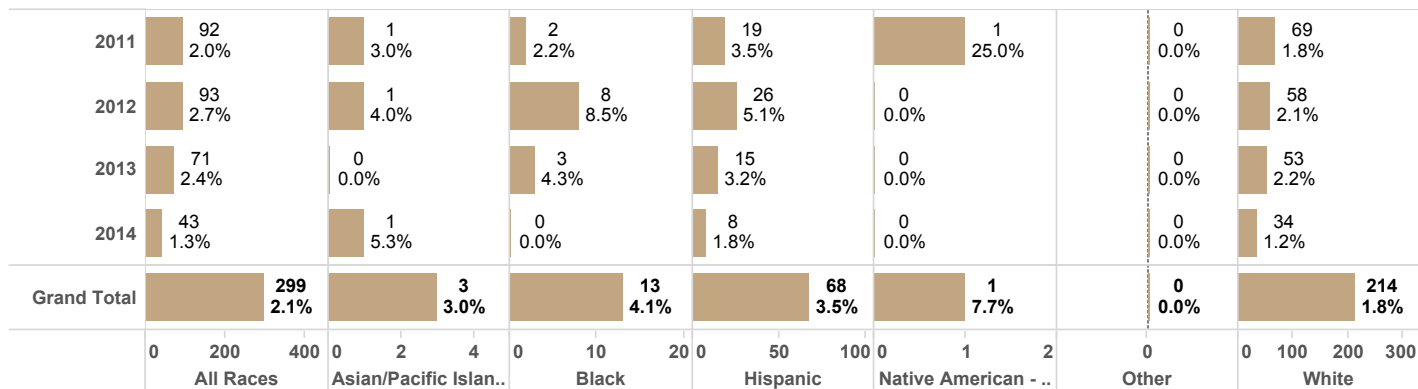
HALL COUNTY POPULATION TABLE

	Asian	Black	Hispanic	Native American/ Alaskan Native	Other	White
2011	1.1%	1.7%	21.2%	0.4%	0.7%	75.0%
2012	0.9%	2.0%	22.1%	0.4%	0.8%	73.8%
2013	1.0%	1.9%	23.2%	0.5%	0.8%	72.7%
2014	1.1%	1.9%	24.2%	0.4%	0.9%	71.5%

TRAFFIC STOP COUNTS & PERCENTAGES



SEARCH COUNT & PERCENTAGE



BUFFALO COUNTY TRAFFIC STOP DATA

The following figures represent data submitted from only those agencies within Buffalo County. The frequency of traffic stops within Buffalo County has some decreases in the past four years.

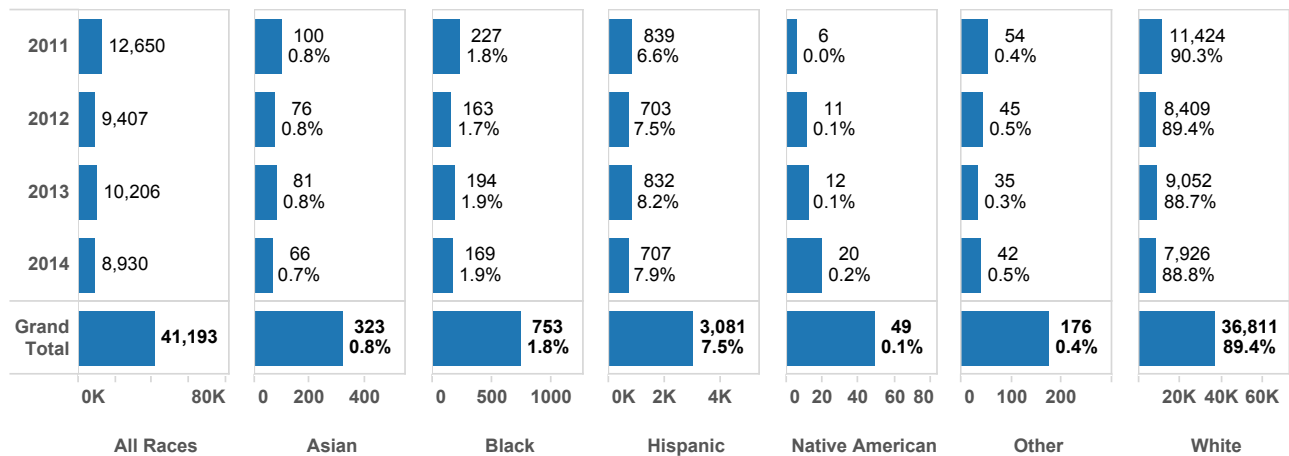
A majority of the traffic stops in Buffalo County were by the Kearney PD. Traffic stops closely parallel the Buffalo County population.

Search counts across all races has decreased significantly the past four years. The four year search percentage is high for Black drivers (6.5%), All Races combined are searched 2.2% of the time.

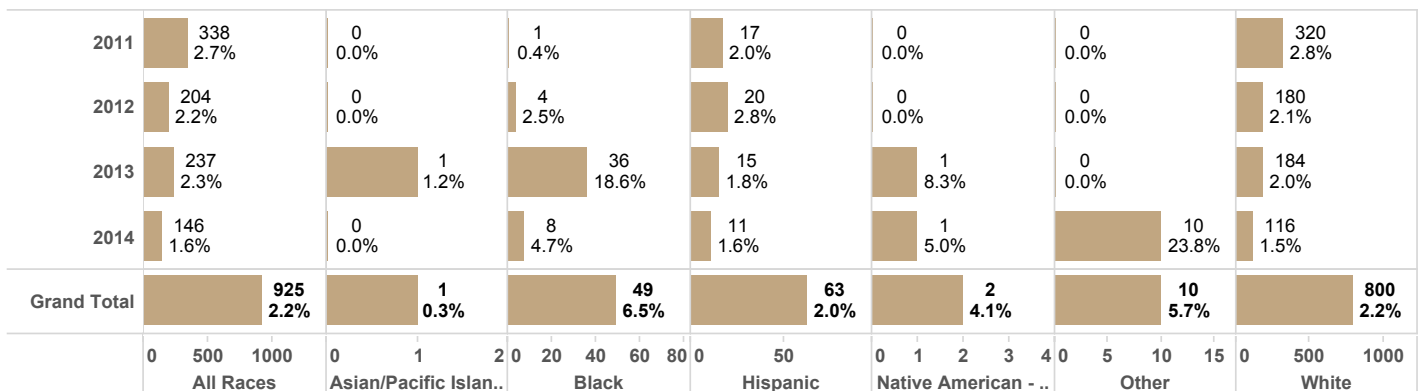
BUFFALO COUNTY POPULATION TABLE

	Asian	Black	Hispanic	Native American/ Alaskan Native	Other	White
2011	1.1%	0.7%	6.9%	0.1%	1.3%	90.0%
2012	1.0%	0.8%	7.1%	0.1%	1.3%	89.6%
2013	1.1%	0.7%	7.4%	0.2%	1.5%	89.2%
2014	1.1%	0.8%	7.8%	0.1%	1.5%	88.7%

TRAFFIC STOP COUNTS & PERCENTAGES



SEARCH COUNT & PERCENTAGE



KEARNEY PD TRAFFIC STOP DATA (BUFFALO COUNTY)

The following figures represent data submitted from Kearney PD. The frequency of traffic stops by Kearney PD has been decreasing the past four years.

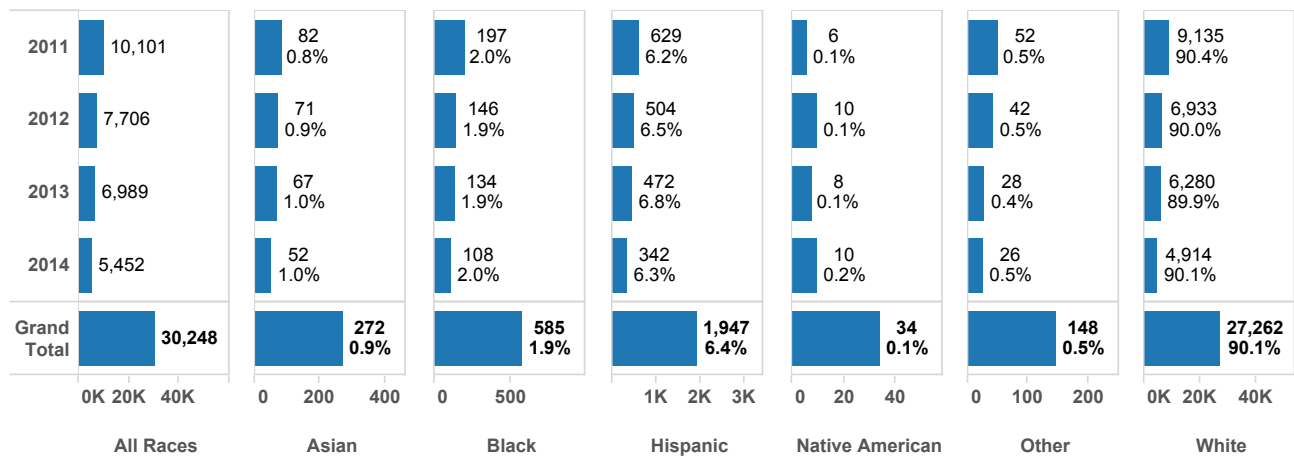
Traffic stops closely parallel the city of Kearney population.

The four year search percentage is highest for Black drivers (7.9%), All Races combined are searched 2.6% of the time.

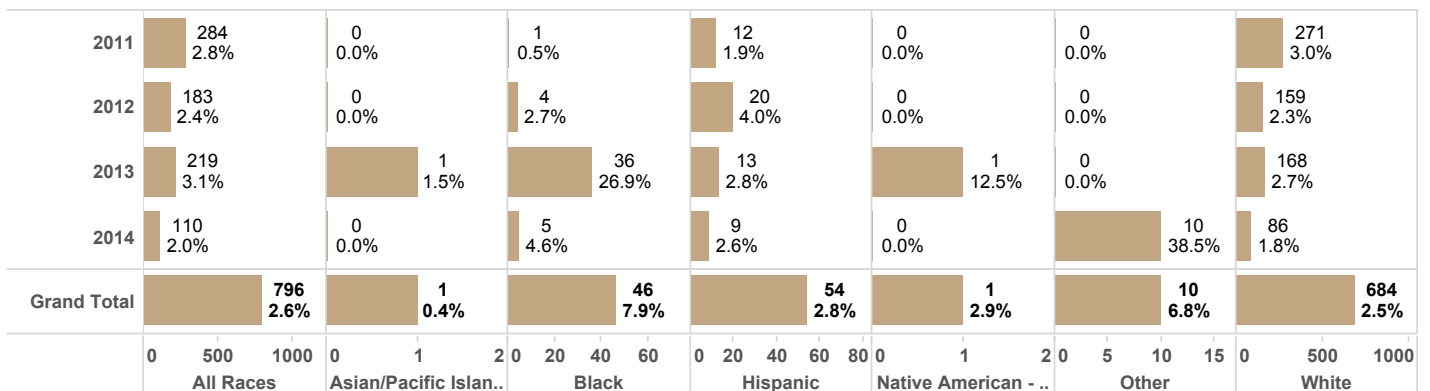
KEARNEY POPULATION TABLE

	Asian	Black	Hispanic	Native American/ Alaskan Native	Other	White
2011	1.5%	0.9%	7.2%	0.1%	1.6%	88.8%
2012	1.4%	0.9%	8.1%	0.1%	1.5%	88.0%
2013	1.5%	0.8%	8.2%	0.2%	1.7%	87.6%
2014	1.5%	1.0%	7.8%	0.1%	1.9%	87.7%

TRAFFIC STOP COUNTS & PERCENTAGES



SEARCH COUNT & PERCENTAGE



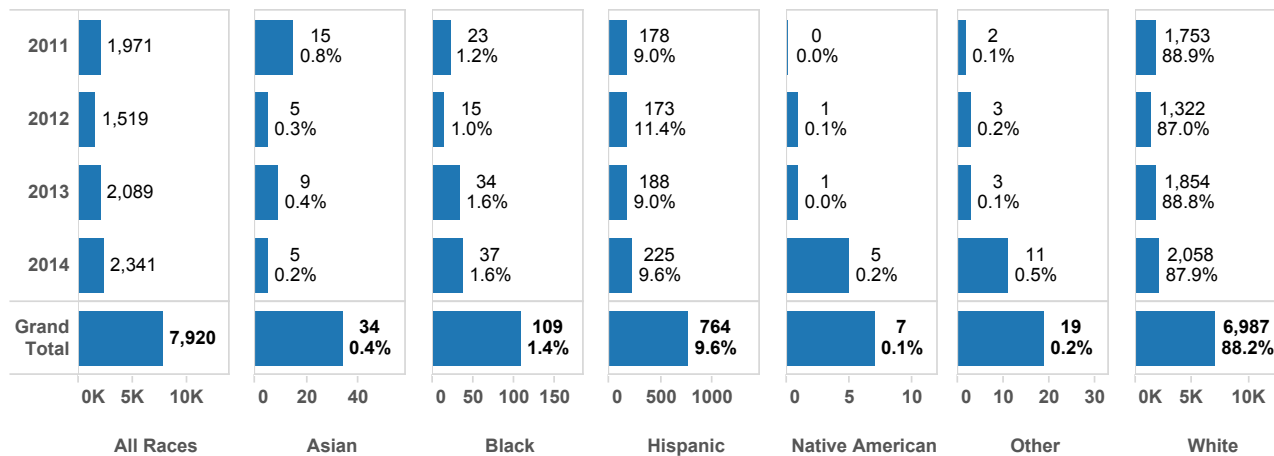
BUFFALO CO SO TRAFFIC STOP DATA

The following figures represent data submitted from the Buffalo CO SO. The frequency of traffic stops by the Buffalo CO SO has been increased since 2012. Traffic stops closely parallel the Buffalo County population.

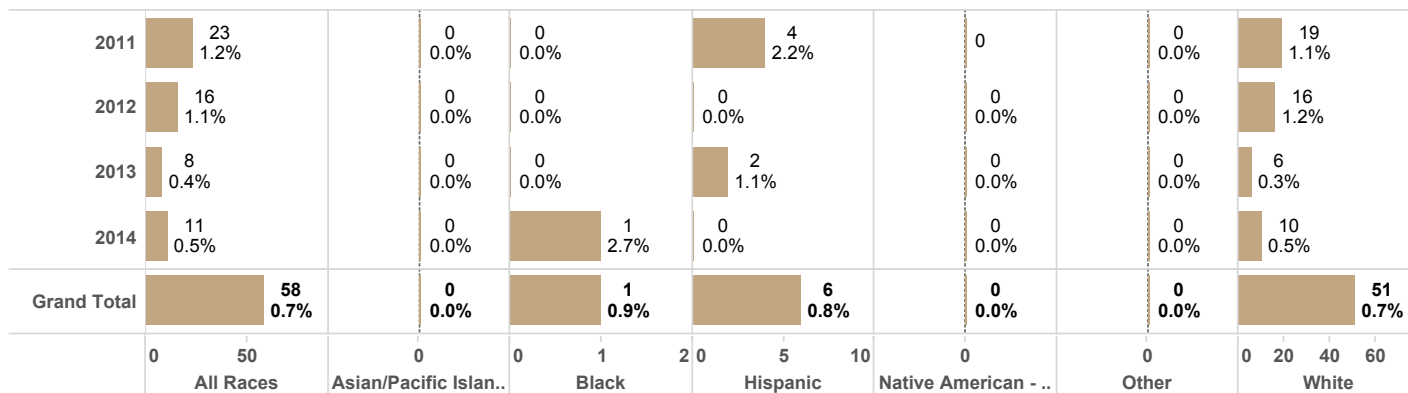
BUFFALO COUNTY POPULATION TABLE

	Asian	Black	Hispanic	Native American/ Alaskan Native	Other	White
2011	1.1%	0.7%	6.9%	0.1%	1.3%	90.0%
2012	1.0%	0.8%	7.1%	0.1%	1.3%	89.6%
2013	1.1%	0.7%	7.4%	0.2%	1.5%	89.2%
2014	1.1%	0.8%	7.8%	0.1%	1.5%	88.7%

TRAFFIC STOP COUNTS & PERCENTAGES



SEARCH COUNT & PERCENTAGE



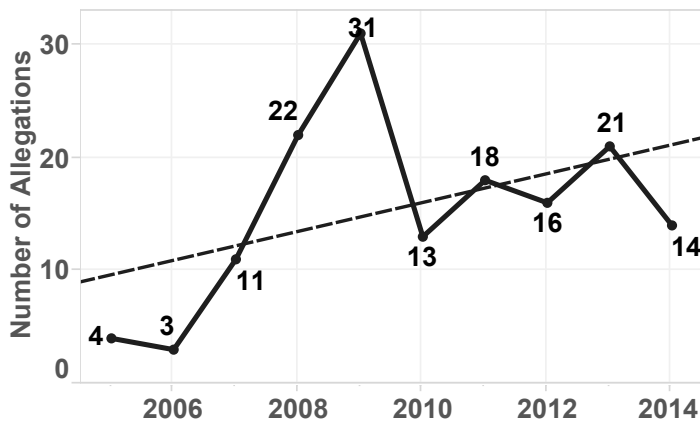
ALLEGATIONS OF RACIAL PROFILING

An allegation of racial profiling can originate in various ways. Sometimes a driver will make an accusation at the scene of the stop. Other times the driver, or even a passenger or related party, might contact the agency sometime after the stop to make a complaint. An allegation can also originate from a non-traffic stop.

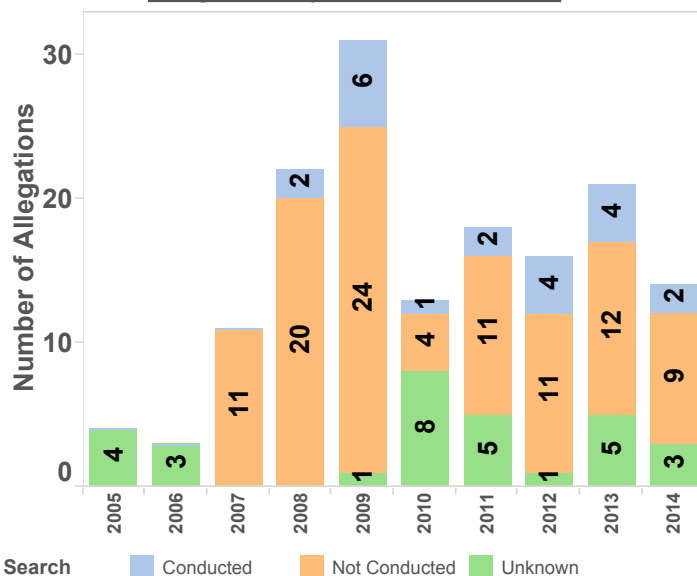
These allegations are handled formally by the agency and standardized data is then submitted to the Crime Commission in compliance with LB593. For 2014 the Crime Commission received fourteen allegations from five agencies of individuals making allegations of racial profiling, two involving searches. The five agencies that reported allegations to the Crime Commission for 2014 are:

- 1) Douglas CO SO
- 2) La Vista PD
- 3) Lincoln PD
- 4) NSP
- 5) Ralston PD

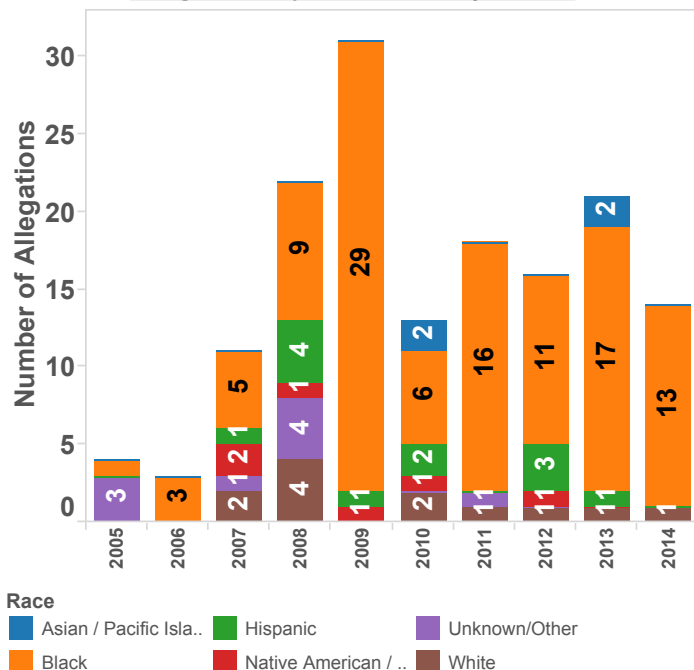
The agencies all conducted internal investigations and contacted the drivers and persons involved when possible. During 2002-2014, no agency reported the allegation to be valid; agencies stated officers followed policy or that there were circumstances which made the stops appropriate. Of the 185 total allegations during 2002-2014, thirty involved reported searches. There have been cases reported in which the agency stated that they were unable to disseminate specific information concerning the disposition of allegations because of policy and the current labor agreement.



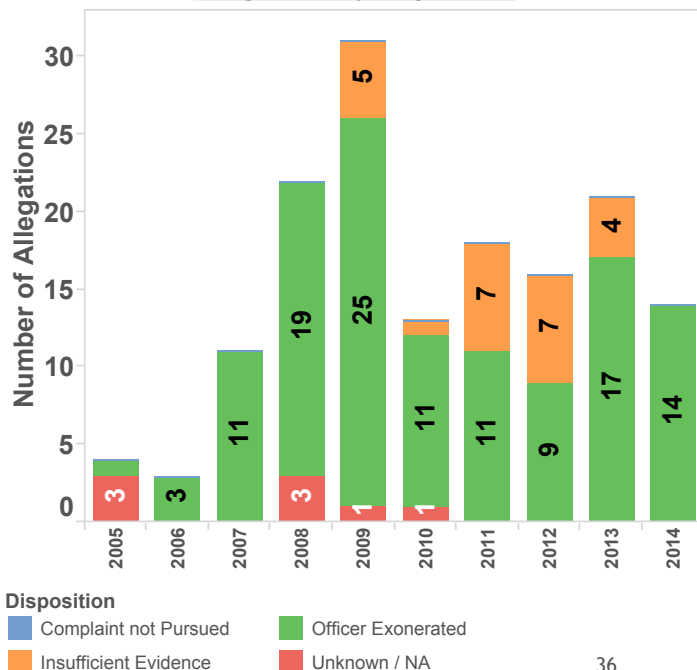
Allegations by Search Conducted



Allegations by Race of Complainant



Allegations by Disposition



Reporting Agencies

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	
Campus Police/Security Departments	Burl Northern Santa Fe Railroad	0	0	0	0	0	0	0	0	0	
	Lincoln Airport Police	0	0	0	0	0	0	0	4	4	
	Metropolitan Community College	0	0	0	0	0	0	4	4	4	
	Omaha Airport Authority	0	0	0	0	0	0	0	4	4	
	Union Pacific Railroad - Omaha	0	0	0	0	0	0	0	1	4	
	Univ. Of Nebraska - Kearney P.D.	4	4	4	4	4	4	0	2	4	
	Univ. Of Nebraska-Lincoln P.D.	4	4	4	4	4	4	4	4	4	
County Sheriffs	Adams CO. S.O. Hastings	4	4	4	4	4	4	4	4	4	
	Antelope CO. S.O. Neligh	4	4	4	4	4	2	4	4	4	
	Arthur CO. S.O. Arthur	4	4	4	4	4	4	3	4	4	
	Banner CO. S.O. Harrisburg	4	4	0	1	0	0	0	0	4	4
	Blaine CO. S.O. Brewster	0	4	0	0	0	0	0	0	0	0
	Boone CO. S.O. Albion	2	4	4	4	4	4	4	4	4	4
	Box Butte CO. S.O. Alliance	4	4	4	4	4	4	4	4	4	4
	Boyd CO. S.O. Butte	4	4	4	4	4	4	3	3	4	4
	Brown CO. S.O. Ainsworth	4	4	4	4	4	4	4	4	4	4
	Buffalo CO. S.O. Kearney	4	4	4	4	4	4	4	4	4	4
	Burt CO. S.O. Tekamah	4	4	4	4	4	4	1	0	1	4
	Butler CO. S.O. David City	4	4	4	4	4	4	2	4	4	4
	Cass CO. S.O. Plattsmouth	4	4	4	4	1	4	4	4	4	4
	Cedar CO. S.O. Hartington	4	0	0	0	4	4	4	4	4	4
	Chase CO. S.O. Imperial	4	4	4	4	4	4	4	4	1	4
	Cherry CO. S.O. Valentine	4	3	3	4	4	4	4	4	4	4
	Cheyenne CO. S.O. Sidney	0	0	0	3	4	4	4	4	4	4
	Clay CO. S.O. Clay Center	4	4	4	4	4	4	4	4	4	4
	Colfax CO. S.O. Schuyler	4	4	4	4	4	4	4	2	3	4
	Cuming CO. S.O. West Point	4	4	4	4	4	4	4	4	4	4
	Custer CO. S.O. Broken Bow	4	4	4	4	4	2	0	4	4	4
	Dakota CO. S.O. Dakota City	4	2	4	4	4	4	4	4	4	4
	Dawes CO. S.O. Chadron	4	4	4	1	4	4	2	4	4	4
	Dawson CO. S.O. Lexington	4	4	4	4	4	4	4	4	4	4
	Deuel CO. S.O. Chappell	4	4	4	4	4	4	4	4	4	4
	Dixon CO. S.O. Ponca	4	4	4	4	4	4	4	4	4	4
	Dodge CO. S.O. Fremont	4	4	4	4	4	4	4	4	4	4
	Douglas CO. S.O. Omaha	4	4	4	4	4	1	4	4	4	4
	Dundy CO. S.O. Benkelman	4	4	4	4	4	3	4	4	4	4
	Fillmore CO. S.O. Geneva	4	4	4	4	4	4	4	4	4	4
	Franklin CO. S.O. Franklin	4	4	4	4	4	4	4	4	4	4
	Frontier CO. S.O. Stockville	4	4	4	4	4	4	4	4	4	4
Furnas CO. S.O. Beaver City	4	4	4	4	1	4	0	4	4	4	
Gage CO. S.O. Beatrice	4	3	4	4	4	4	4	4	4	4	
Garden CO. S.O. Oshkosh	4	4	4	4	4	3	0	4	1	4	

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Reporting Agencies

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Garfield CO S.O. Burwell	0	0	0	0	0	0	4	4	4	3
Gosper CO. S.O. Elwood	4	4	4	4	4	0	4	4	4	4
Grant CO. S.O. Hyannis	4	4	4	0	0	4	0	0	0	4
Greeley CO. S.O. Greeley	4	4	0	4	3	0	1	0	0	4
Hall CO. S.O. Grand Island	4	4	4	4	4	4	4	4	4	4
Hamilton CO. S.O. Aurora	4	4	4	4	4	4	4	4	4	4
Harlan CO. S.O. Alma	4	1	4	4	4	4	4	4	4	4
Hayes CO. S.O. Hayes Center	3	4	0	0	4	0	0	0	0	4
Hitchcock CO. S.O. Trenton	4	4	4	4	3	4	4	4	4	4
Holt CO. S.O. O'Neill	0	0	0	0	0	0	2	4	4	4
Hooker CO. S.O. Mullen	4	4	4	4	4	4	4	4	4	4
Howard CO. S.O. St Paul	4	4	4	4	4	4	4	4	4	4
Jefferson CO. S.O. Fairbury	4	4	4	4	4	4	4	4	3	4
Johnson CO. S.O. Tecumseh	4	4	0	0	0	4	4	4	4	4
Kearney CO. S.O. Minden	4	4	4	4	4	4	4	4	4	4
Keith CO. S.O. Ogallala	4	4	4	4	4	1	4	4	4	4
Keya Paha CO. S.O. Springview	0	4	4	4	4	4	4	4	4	4
Kimball CO. S.O. Kimball	4	4	4	2	4	4	4	4	0	4
Knox CO. S.O. Center	4	4	1	1	4	2	4	1	0	4
Lancaster CO. S.O. Lincoln	4	4	4	4	4	4	4	4	4	4
Lincoln CO. S.O. North Platte	4	4	4	4	4	4	4	4	4	4
Logan CO. S.O. Stapleton	4	1	4	4	0	0	0	4	3	3
Loup CO. S.O. Taylor	0	0	2	4	4	4	0	0	0	4
Madison CO. S.O. Madison	4	4	4	4	4	4	4	4	4	4
Mc Pherson CO. S.O. Tryon	3	4	0	0	0	0	0	0	1	4
Merrick CO. S.O. Central City	4	4	4	4	4	2	1	4	3	4
Morrill CO. S.O. Bridgeport	4	4	4	4	4	4	3	4	4	4
Nance CO. S.O. Fullerton	4	4	4	4	4	4	4	4	4	4
Nemaha CO. S.O. Auburn	4	3	4	4	4	4	4	4	3	4
Nuckolls CO. S.O. Nelson	4	4	0	4	4	2	0	0	0	4
Otoe CO. S.O. Nebraska City	4	4	4	0	0	4	4	4	4	4
Pawnee CO. S.O. Pawnee City	4	4	4	4	4	4	4	4	4	4
Perkins CO. S.O. Grant	4	4	4	4	4	4	4	4	4	4
Phelps CO. S.O. Holdrege	4	4	4	3	3	4	4	4	4	4
Pierce CO. S.O. Pierce	4	3	4	4	4	4	4	4	4	4
Platte CO. S.O. Columbus	4	4	4	4	4	4	4	4	4	4
Polk CO. S.O. Osceola	4	2	4	4	4	4	4	4	4	4
Red Willow CO. S.O. McCook	4	4	4	4	4	4	4	4	4	4
Richardson CO. S.O. Falls City	4	0	0	4	2	1	4	4	4	4
Rock CO. S.O. Bassett	4	4	2	4	4	4	4	3	3	4
Saline CO. S.O. Wilber	4	4	4	4	2	4	4	4	4	4
Sarpy CO. S.O. Papillion	4	4	4	4	4	4	4	4	4	4

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Reporting Agencies

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
County Sheriffs	Saunders CO. S.O. Wahoo	4	4	3	4	4	4	3	4	4
	Scotts Bluff CO. S.O. Gering	4	4	4	4	4	4	4	0	4
	Seward CO. S.O. Seward	4	4	4	4	3	4	4	4	4
	Sheridan CO. S.O. Rushville	4	4	4	4	4	4	2	0	4
	Sherman CO. S.O. Loup City	4	4	4	4	4	4	4	4	4
	Sioux CO. S.O. Harrison	4	4	0	2	4	1	4	1	0
	Stanton CO. S.O. Stanton	4	4	4	4	4	0	0	0	4
	Thayer CO. S.O. Hebron	4	4	4	4	0	0	4	4	0
	Thomas CO S.O. Thedford	0	0	4	4	4	4	4	4	3
	Thurston CO S.O. Pender	4	4	4	0	4	0	2	0	1
	Valley CO. S.O. Ord	1	4	4	3	4	4	4	0	0
	Washington CO. S.O. Blair	4	4	4	4	4	4	4	4	4
	Wayne CO. S.O. Wayne	4	4	0	4	4	4	4	4	4
	Webster CO. S.O. Red Cloud	4	4	4	4	4	4	4	4	4
	Wheeler CO. S.O. Bartlett	4	4	4	4	4	4	4	4	4
York CO. S.O. York	4	1	4	4	4	4	4	4	4	
Nebraska State Agencies	Nebraska State Fire Marshal	0	0	0	0	0	0	0	0	4
	Nebraska Brand Committee	4	4	4	4	4	4	4	4	4
	Nebraska Dept. Of Agriculture	4	4	4	4	4	4	0	0	0
	Nebraska Game And Parks	4	4	4	4	4	4	4	1	0
	Nebraska State Patrol, Traffic Division	4	4	4	4	4	4	4	4	4
Police Departments	Albion P.D.	2	1	0	3	0	0	0	0	0
	Alliance P.D.	4	4	4	3	4	4	2	0	3
	Ashland P.D.	4	4	4	4	4	4	4	4	4
	Atkinson P.D.	4	4	4	3	4	4	1	2	0
	Aurora P.D.	4	4	4	4	4	4	1	4	4
	Bancroft P.D.	4	0	4	4	4	0	4	4	0
	Battle Creek P.D.	4	4	4	4	4	4	4	4	0
	Bayard P.D.	4	2	3	4	4	4	4	4	3
	Beatrice P.D.	4	2	4	4	4	4	4	4	4
	Beemer P.D.	4	4	4	4	4	4	4	0	0
	Bellevue P.D.	4	3	4	4	4	4	4	4	4
	Bennington P.D.	4	4	4	4	4	4	4	4	4
	Blair P.D.	4	4	4	4	2	4	4	4	4
	Bloomfield P.D.	4	4	4	0	4	4	4	4	4
	Boys Town P.D.	4	4	4	4	4	4	4	4	4
	Bridgeport P.D.	4	4	4	0	4	4	4	0	2
	Broken Bow P.D.	4	4	4	4	4	4	4	4	4
	Burwell P.D.	3	3	4	0	0	0	0	0	2
	Callaway P.D.	0	0	0	0	0	0	0	0	0
Cedar Bluffs P.D.	3	4	4	4	4	0	0	0	0	
Central City P.D.	4	4	4	4	4	4	4	4	4	

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Reporting Agencies

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Ceresco P.D.	0	0	0	0	0	0	0	0	0	4
Chadron P.D.	4	4	4	4	4	4	4	4	4	4
Coleridge P.D.	4	4	4	4	4	3	1	4	4	4
Columbus P.D.	4	4	4	4	4	4	4	4	4	4
Cozad P.D.	4	4	3	4	4	4	4	4	4	4
Creighton P.D.	4	4	4	2	3	0	4	4	4	4
Crete P.D.	4	4	4	4	4	4	4	4	4	4
Crofton P.D.	0	4	0	0	0	0	1	1	1	4
Decatur P.D.	0	4	0	4	0	4	4	4	4	0
Dodge P.D. / Snyder P.D.	4	0	0	0	0	0	0	0	0	0
Edgar P.D.	0	0	0	0	0	0	0	0	0	0
Emerson P.D.	4	4	4	4	4	4	4	4	4	4
Ewing P.D.	0	0	0	0	0	0	0	0	0	0
Fairbury P.D.	0	0	0	0	4	0	0	4	4	4
Fairmont P.D.	0	0	0	0	1	4	0	0	0	0
Falls City P.D.	4	3	4	4	4	4	4	4	4	4
Franklin P.D.	0	0	0	0	0	0	0	0	0	4
Fremont P.D.	4	4	4	4	4	4	4	4	4	4
Friend P.D.	0	4	4	4	1	4	4	4	3	4
Gering P.D.	4	3	4	4	4	4	4	4	4	4
Gordon P.D.	3	0	0	4	4	4	4	4	4	4
Gothenburg P.D.	4	4	4	4	4	4	4	2	4	4
Grand Island P.D.	4	4	3	4	4	4	4	4	4	4
Harvard P.D.	4	0	4	4	4	0	0	4	4	4
Hastings P.D.	2	4	4	4	3	2	4	4	4	4
Hemingford P.D.	3	0	4	0	4	4	4	0	0	4
Henderson P.D.	4	4	4	4	4	4	4	4	4	4
Hildreth P.D.	0	0	0	0	0	0	0	0	0	0
Holdrege P.D.	4	4	4	3	4	4	4	4	4	4
Hooper P.D.	0	0	0	0	0	0	0	0	0	0
Howells P.D.	0	0	0	0	0	0	0	0	0	0
Humphrey P.D.	0	0	0	0	0	0	0	0	1	4
Imperial P.D.	4	4	4	4	4	4	4	4	4	4
Kearney P.D.	4	3	3	4	4	4	4	4	4	4
Kimball P.D.	4	3	3	2	2	4	4	4	4	4
La Vista P.D.	4	3	4	4	4	4	4	4	4	4
Laurel P.D.	4	4	4	4	4	4	4	4	3	4
Leigh P.D.	0	0	1	4	4	0	1	4	0	4
Lexington P.D.	4	4	4	4	4	4	4	4	4	4
Lincoln P.D.	4	4	4	4	4	4	4	4	4	4
Loomis P.D.	4	0	4	4	4	4	3	0	0	0
Lyons P.D.	4	4	4	4	4	4	4	0	4	4

Police Departments

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Reporting Agencies

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	
Police Departments	Madison P.D.	4	3	4	3	3	4	3	1	3	4
	Mason City P.D.	0	0	0	0	0	0	0	0	0	0
	McCook P.D.	4	4	4	4	4	4	4	4	4	4
	Mead P.D.	4	4	1	0	0	0	0	0	0	0
	Milford P.D.	4	4	4	4	4	4	4	4	2	4
	Minatare P.D.	0	0	0	0	0	0	0	0	0	0
	Minden P.D.	4	4	4	4	4	4	4	4	4	4
	Mitchell P.D.	4	3	4	4	4	4	4	4	4	4
	Morrill P.D.	1	4	4	4	4	0	0	0	3	4
	Nebraska City P.D.	4	3	4	4	4	4	4	4	3	4
	Neligh P.D.	4	0	0	0	0	4	4	4	4	4
	Newcastle P.D.	4	4	4	4	4	4	3	4	0	0
	Newman Grove P.D.	4	0	4	4	4	4	0	0	1	4
	Niobrara P.D.	0	0	0	0	0	0	0	0	0	0
	Norfolk P.D.	4	4	4	4	4	4	4	4	4	4
	North Platte P.D.	4	3	4	4	4	4	4	4	4	4
	Oakland P.D.	4	2	4	4	4	4	4	4	4	4
	Odell P.D.	4	4	0	0	0	0	0	0	0	0
	Ogallala P.D.	4	4	3	4	4	3	4	4	4	4
	Omaha P.D.	4	4	4	3	4	4	4	4	4	4
	Oneill P.D.	4	4	4	4	4	4	4	4	4	4
	Ord P.D.	4	4	4	4	4	4	4	4	4	4
	Osmond P.D.	0	0	0	0	0	0	0	0	0	0
	Papillion P.D.	4	4	4	4	4	4	4	4	4	4
	Pierce P.D.	0	0	0	0	0	0	0	0	4	4
	Plainview P.D.	0	0	0	0	0	0	0	0	0	0
	Plattsmouth P.D.	4	4	4	3	4	4	4	4	3	4
	Ponca P.D.	4	4	4	4	4	4	3	2	3	4
	Ralston P.D.	4	4	4	4	4	4	4	4	4	4
	Randolph P.D.	4	4	4	4	4	4	0	4	3	4
	Ravenna P.D.	4	4	4	3	4	4	4	1	4	4
	Sargent P.D.	1	0	0	0	4	4	4	4	4	4
	Schuyler P.D.	4	4	4	4	4	4	4	4	4	4
	Scotia P.D.	0	0	0	0	0	0	0	0	0	0
	Scottsbluff P.D.	4	4	1	4	4	4	4	4	4	4
	Scribner P.D.	4	4	0	4	4	0	4	4	4	4
	Seward P.D.	4	4	4	4	4	4	4	4	4	4
	Shelton P.D.	0	4	4	4	4	4	4	4	4	4
Sidney P.D.	4	4	4	4	4	4	4	4	4	4	
Silver Creek P.D.	3	4	4	4	4	0	4	4	4	4	
South Sioux City P.D.	4	1	4	4	4	4	4	4	4	4	
Spalding P.D.	4	4	4	4	4	0	0	0	0	0	

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Reporting Agencies

		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Police Departments	St. Edward P.D.	0	0	0	0	0	0	0	0	0	0
	St. Paul P.D.	4	2	4	4	4	3	4	4	4	4
	Superior P.D.	4	4	4	4	4	4	4	3	4	4
	Sutton P.D.	4	4	4	4	4	0	4	4	3	1
	Tekamah P.D.	4	4	4	0	4	0	0	4	3	4
	Tilden P.D.	0	4	4	4	4	0	0	4	4	4
	Valentine P.D.	4	4	4	4	4	4	4	4	4	4
	Valley P.D.	4	4	3	2	4	4	4	4	4	4
	Verdigre P.D.	0	0	0	0	0	0	0	0	0	0
	Wahoo P.D.	4	4	1	4	4	4	4	4	4	4
	Walthill P.D.	0	0	0	0	0	0	0	0	4	4
	Waterloo P.D.	4	4	3	0	4	4	4	0	4	4
	Wausa P.D.	0	0	1	4	4	4	0	2	0	0
	Wayne P.D.	4	3	3	4	4	4	4	1	0	4
	West Point P.D.	4	4	4	4	4	4	4	4	4	4
	Wilber P.D.	4	0	4	4	4	4	4	4	4	4
	Wisner P.D.	4	4	4	4	4	4	4	4	4	4
	Wymore P.D.	4	4	4	4	4	4	4	4	4	4
	York P.D.	4	4	4	4	4	4	4	4	4	4
	Yutan P.D.	3	4	4	4	4	4	4	4	2	4

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