

A photograph of the Maricopa County Sheriff's Office building, showcasing its modern architecture with a large, illuminated, perforated metal canopy structure.

MARICOPA COUNTY SHERIFF'S OFFICE
Traffic Stops Quarterly Report 12
2022 District Analysis



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Traffic Stops Quarterly Report: District Analysis
December 2023

This study was developed and conducted by the Maricopa County Sheriff’s Office (MCSO) Traffic Stop Analysis Unit and Research and Reporting Unit. The developed methodology was approved by the Court Monitoring Team and Parties on October 27th, 2023. This report is intended to meet the requirements of Paragraph 65 of the First Order, as Traffic Stop Quarterly Report for Quarters 3 and 4, 2023.

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The Traffic Stop Analysis and Research Units would like to thank the Monitoring Team and Parties for their thoughtful feedback in the development of the methods used in this report.

Executive Summary

The purpose of this quarterly report was to investigate disparate outcomes of traffic stops at the district level. To investigate district-level disparate outcomes from traffic stops, MCSO analyzed the 2022 traffic stop data¹ in five ways. First, we describe general patterns of traffic enforcement for each district. Second, we determined whether districts differed from one another in average stop lengths and stop outcomes of citations, searches, and arrests, irrespective of race/ethnicity. Third, we utilized propensity score matching to identify within-district racial/ethnic disparity for these outcomes comparing White drivers to Hispanic, Black and Minority drivers (Asian, Black, Hispanic, and Native American drivers combined). Fourth, we compared between-district levels of disparity for White drivers to Hispanic, Black and Minority drivers to determine whether districts differed from one another in their levels of racial/ethnic disparity. Finally, we analyzed search and seizure activity for each district to determine whether different racial/ethnic groups experienced seizures following discretionary searches at different rates.

Descriptive Analysis of Differences Among Districts

Descriptive analyses identified a number of differences in traffic stop activity among districts:

- District 1 had the fewest traffic stops of any district (N = 1,807); District 7 had the most traffic stops of any district (N = 4,272).
- District 2 had the highest stop rate of Hispanic drivers (47.28%) and the lowest stop rate for White drivers (37.79%); District 4 Had the lowest stop rate of Hispanic drivers (12.66%) and the Highest stop rate for White drivers (81.81%).
- District 4 had the highest citation rate for all drivers (71.38%) and District 2 had the lowest citation rate for all drivers (38.79%).
- District 4 had the highest citation/warning rate for speeding (69.58%) and District 1 had the lowest citation/warning rate for speeding (31.49%).
- The highest rate of citation/warning issued for driving documentation (license/insurance/registration) was in District 2 (32.26%); District 3 had the lowest rate of citations/warnings issued for driving documentation (17.31%).
- District 2 had the highest proportion of stops that included an equipment violation (18.50%) and District 5 had the lowest proportion of stops with equipment violations (2.25%).

¹Data used for the analyses in this report were the same data used to produce the TSAR 8 annual report which was released in June of 2023.

- District 1 had the highest number (N = 28) and proportion (1.55%) of stops with discretionary searches and District 7 had the fewest (N = 7) and lowest proportion (0.16%) of discretionary searches.
- District 1 had the longest average stop lengths (20.50 minutes) and District 7 had the shortest average stop lengths (13.21 minutes).
- The most common reason stops were extended for all districts was for driving documentation issues. These delays were most common in District 1 (26.34% of stops) and least common in District 4 (9.65% of stops).
- The highest rate for booked arrests during traffic stops was in District 1 (1.16% of stops); The lowest rate for booked arrests during traffic stops was in Districts 4 and 7 (0.34%).
- The highest rate for cite and release arrests during traffic stops was in District 5 (8.88%); The lowest rate for cite and release arrests during traffic stops was in District 3 (1.80%).

District Differences in Benchmark Measures (stop length, citations, arrests, and searches)

Comparing differences between districts on benchmark measures MCSO identified statistically significant differences among districts for all measures.²

Stop Length

- Districts 1, 3 and 4 had longer stops on average when compared to other districts. District 2 stops were shorter when compared to districts 1, 3 and 4, but were longer when compared to District 5 and District 7. Districts 5 and 7 did not differ from one another but had shorter stop lengths than Districts 1, 2, 3, and 4.

Citations

Analysis of citation activity included two models that provided different results. Citation activity was analyzed using offense types (speed, non-speed moving, equipment, license/insurance/registration, and other violations) and the driver's speed over the speed limit as statistical controls (Model 1). In the second analysis, speed and offense type were excluded as statistical controls (Model 2).

- Based on Model 1, we found that the likelihood of receiving a citation was lowest in District 7 when compared to other districts. Similarly, the likelihood of receiving a citation was lower in District 5 when compared to Districts 1, 2, and 4.
- Based on Model 2, we found that the likelihood of receiving a citation was lowest in District 7 when compared to all other districts. In contrast, the likelihood of receiving a

²Note that results differ from the descriptive analysis because multiple statistical controls are utilized in modeling comparisons between districts. For a list of statistical controls utilized in all analyses, consult the methods section of this report.

citation was higher in District 5 when compared to all other Districts. The likelihood of receiving a citation from District 1 and 2 deputies was lower than Districts 3, 4, and 5.

Arrests

Analysis of arrest activity in the districts found significant differences in the likelihood of arrest across all districts.

- The likelihood a driver experienced an arrest was higher in District 1 when compared to Districts 2, 3, 4, and 7.
- The likelihood a driver experienced an arrest was higher in District 5 when compared to Districts 2, 3, 4, and 7.
- Drivers stopped by District 4 deputies had the lowest likelihood of arrest when compared to Districts 1, 5 and 7. Finally, the likelihood of experiencing an arrest by District 7 deputies was lower than District 1 and District 5.

Searches

Analysis of district discretionary search activity identified differences among districts.

- The likelihood of a search was highest in District 1 when compared to all other districts.
- The likelihood of a search was higher in District 2 when compared to Districts 5 and 7.
- The likelihood of a search was higher in District 3 when compared to Districts 5 and 7.
- The likelihood of a search was higher in District 4 when compared to Districts 5 and 7.

Results of Propensity Score Matching Analysis of Racial/Ethnic Disparity

MCSO used propensity score matching to compare stops of White drivers to Hispanic, Black, and Minority (Hispanic, Black, Native American, and Asian drivers combined) drivers.

Stop Length

- We found that Districts 4 and 5 have longer stops for Hispanic drivers (70 seconds and 60 seconds, respectively).
- Minority drivers, as a group, have traffic stops that average about 45 seconds longer than stops of White drivers in Districts 4, 5, and 7.
- In District 7, we found that Black and Minority drivers have traffic stops that average about 45 seconds longer than White drivers.

Citations

This research identified disparity in citation outcomes in four districts. Two analyses were conducted for citation activity. The first (Model 1) utilized speed over the speed limit drivers were

driving and offense types (speed, non-speed moving, equipment, license/insurance/registration, and other violations) as matching variables. The second analysis (Model 2) excluded speed and offense types as matching variables.

- Model 1 (Including offense categories and speed)
 - In District 1 Minority drivers were cited about 5 percent more often than White drivers.
 - In District 2, White drivers were cited about 7 percent more often than Black drivers.
- Model 2 (Excluding offense categories and speed)
 - Hispanic drivers stopped by District 5 deputies were cited about 5.6 percent more often than White drivers.
 - Minority drivers in District 7 were cited about 4.7 percent more often than White drivers.

Searches

In examining searches, we found disparity in two districts.

- In District 2, White drivers were searched about 0.6 percent more often than Black drivers.
- In District 4, White drivers were searched 0.3 percent more often than Black drivers.

Arrests

We identified disparity in arrests for one district.

- Hispanic drivers were arrested in District 1 about 4 percent more often than White drivers.

Analysis of Differences in Disparity Levels among Districts

In the fourth analysis, we identified district-level differences in racial/ethnic disparity comparing districts to one another on the benchmarks of stop length, citations, arrests, and searches.

Stop Length

- District 5 had longer stops for Black drivers compared to White drivers than did District 4.
- District 7 had longer stops for Black drivers compared to White drivers than did District 4.
- There were no other significant differences in stop length disparity among districts identified by the analyses.

Citations

We utilized two models for examining differences in disparity among districts. Model 1 utilized statistical controls of speed over the speed limit and offense categories (speed, non-speed moving, equipment, license/insurance/registration, and other violations).

- Model 1 (Including offense categories and speed as statistical controls)
 - Hispanic v. White Drivers
 - District 2 had lower levels of disparity in citation outcomes between Hispanic and White drivers than Districts 4 and 7.
 - District 4 had higher levels of disparity in citation outcomes between Hispanic and White drivers than Districts 2 and 5.
 - District 5 had lower levels of disparity in citation outcomes between Hispanic and White drivers than Districts 4 and 7.
 - District 7 had higher levels of disparity in citation outcomes between Hispanic and White drivers than Districts 1, 2, and 5.
 - Black v. White Drivers
 - There were no statistically significant differences in disparity in citation outcomes between Black and White drivers for any district.
 - Minority v. White Drivers
 - District 7 had higher levels of disparity in citation outcomes between Minority and White drivers than Districts 2, 3, and 5.
- Model 2 (Excluding offense categories and speed as statistical controls)
 - Hispanic v. White Drivers
 - District 1 had lower levels of disparity in citation outcomes between Hispanic and White drivers than District 7.
 - District 2 had lower levels of disparity in citation outcomes between Hispanic and White drivers than Districts 4 and 7.
 - District 4 had higher levels of disparity in citation outcomes between Hispanic and White drivers than Districts 2 and 5.
 - District 4 had lower levels of disparity in citation outcomes between Hispanic and White drivers than Districts 4 and 7.
 - District 7 had higher levels of disparity in citation outcomes between Hispanic and White drivers than Districts 1, 2, and 5.

- Black v. White Drivers
 - There were no statistically significant differences in disparity in citation outcomes between Black and White drivers for any district.
- Minority v. White Drivers
 - District 7 had higher levels of disparity in citation outcomes between Hispanic and White drivers than Districts 2, 3, and 5

Searches

Estimates for differences in disparity in searches could not be provided because models would not converge due to the low number of discretionary searches conducted by MCSO deputies within each district.

Arrests

We identified one statistically significant difference in arrest disparity among districts.

- District 1 had higher levels of disparity in arrest outcomes between Hispanic and White drivers than Districts 5.
- There were no other statistically significant differences in disparity among districts for arrests.

Seizures

In our analysis of seizures following searches, we found no statistically significant difference in the distribution of searches with and without seizures across any driver race/ethnicity and for any district.

Response to the findings in this report

MCSO investigates all disparity identified by analyses conducted for the Traffic Stop Annual Report, the Traffic Stop Quarterly Reports, and Traffic Stop Monthly Report. We identify disparity in traffic stop outcomes as possible indicia of potential bias. Because of this, MCSO identifies stops, deputies, and units that are associated with the inequality we measure and investigate whether bias played a role in creating inequality.

Based on the analyses presented in this report, MCSO staff reviewed 466 stops to determine the causes of the disparity we observed in districts. Documentation for these reviews is available in Appendix H of this report. After thorough review of stops that contributed to the disparity reported in this quarterly report, MCSO researchers have identified several factors that play a role in generating disparity in stop length and stop outcomes of citations, arrests, and searches.

- Data entry issues in documenting searches and arrests impact our measures of disparity on these metrics.
 - Searches of Hispanic drivers for courtesy rides were identified as discretionary searches.
 - Deputies identified civil citations as criminal cite and release arrests incorrectly.
 - Citations for criminal offenses were miscategorized as civil offenses.
- Longer stop lengths for Minority drivers are often the result of drivers seeking requested driving-related documentation (license/identification, proof of insurance, and registration). Reviews of long stops of White drivers identified similar delays impacting stop length.
- Hispanic drivers are less likely to possess a valid driver's license than White drivers and Hispanic drivers are 1,074 percent (over 10 times) more likely than White drivers to be cited or warned for not having a valid driver's license.
- The citation rate for driving without a valid driver's license (ARS 28-3151A) for drivers of all race/ethnicities is 94.26%.
 - 7.35 percent of Hispanic drivers stopped by MCSO deputies during traffic stops were found to be driving without a valid driver's license during 2022.
 - 0.86 percent of White drivers stopped by MCSO deputies during traffic stops were found to be driving without a valid driver's license in 2022.
 - The number of drivers without valid driver's licenses varies by race/ethnicity in each district.
 - **District 1:** 9.00 percent of Hispanic drivers; 4.74 of percent Black Drivers; 7.38 percent of Minority drivers; 1.37 of percent White drivers.
 - **District 2:** 5.90 percent of Hispanic drivers; 4.16 percent of Black drivers; 5.29 percent of Minority drivers; 0.66 percent of White drivers.
 - **District 3:** 6.08 percent of Hispanic drivers; 5.04 percent of Black drivers; 5.42 percent of Minority drivers; 0.84 percent of White drivers.
 - **District 4:** 10.18 percent of Hispanic drivers; 0.91 percent of Black drivers; 7.40 percent of Minority drivers; 0.67 percent of White drivers.
 - **District 5:** 8.97 percent of Hispanic drivers; 3.42 percent of Black drivers; 6.96 percent of Minority drivers; 0.76 percent of White drivers.
 - **District 7:** 7.13 percent of Hispanic drivers; 0.99 percent of Black Drivers; 4.96 percent of Minority drivers; 0.30 of percent White drivers.

In addition to the comprehensive review of traffic stops published in the appendices of this report, MCSO created an internal review group comprised of people of varied ranks and roles within MCSO, including patrol representatives from multiple districts, to review the findings of traffic studies and provide advice to Executive Command on potential implementation strategies. MCSO intends to continue to seek input from the Monitor and parties regarding recommended follow-up after each new traffic study so that they can be considered as well. The findings of this report and any recommendations for consideration will be briefed with district commanders as well.

Introduction

MCSO evaluates disparity in traffic stop length and outcomes for the office annually and reports the results of that analysis in the Traffic Stop Annual Report (TSAR). MCSO also analyzes individual deputy stop activity monthly for disparity in the Traffic Stop Monthly Report (TSMR) and analyzes disparity in traffic stop length and outcomes in Traffic Stop Quarterly Reports (TSQR). These processes allows MCSO to evaluate racial/ethnic disparities in traffic stop outcomes to determine if deputies could be making decisions influenced by bias. The MCSO does not routinely analyze district-level disparities and last conducted an analysis of district-level disparities in 2021 for the Traffic Stop Quarterly Report 5 (TSQR5). In TSQR5, MCSO evaluated traffic stop data from 2020 to determine whether different districts had different levels of disparity in stop lengths and traffic stop outcomes (citations/warnings, arrests, and searches). In that analysis, MCSO utilized the methods approved by the Monitor’s team for the TSAR6 and applied them to individual districts. The methodology for the annual report has changed markedly since TSQR 5 was published and the TSAR currently uses more sophisticated methods to generate propensity scores which are used to match stops to make comparisons between White and Hispanic, Black, and Minority drivers.

This quarterly report revisits racial/ethnic disparity at the district level. Three questions are explored. First, how do districts differ in the average stop length during traffic stops and do different districts cite/warn, search, and arrest drivers at different rates? Secondly, what, if any, racial/ethnic disparities does each district have when analyzed using the propensity score matching method employed in the TSAR annual analysis? Finally, do the districts differ from one another in their levels of disparity on the benchmarks of stop length, citation rate, arrest rate, and search rates?

The organization of this report is as follows. We begin with a description of the districts describing their geographic boundaries and specific influences on traffic enforcement activity such as MCSO-city contracts or DUI patrols. We include maps of all traffic stops made by deputies assigned to the different districts highlighting that while districts generally conduct traffic enforcement in their geographic boundaries, others make traffic stops across the county. Following the description of the districts, we provide the methodology used to produce the findings in this report and include a listing of the variables used in the analyses presented in this report.

Analyses are then presented in five phases. In phase one, we provide rich descriptive information about traffic stops for both MCSO as a whole and disaggregated by district. In phase two we provide results modeling MCSO’s major benchmarks used in the TSAR and TSMR (stop length, citation rate, arrest rate and search rate) to determine if districts differ from one another on these traffic stop metrics. In phase three, we present results from the Propensity Score Matching analysis to identify racial/ethnic disparity specific to districts. In the fourth phase we report our analysis of inter-district racial/ethnic disparities, identifying whether certain districts have higher or lower disparities when compared to one another. In the fifth and final phase MCSO conducted district

level chi-square analyses for seizures after searches and included a robustness check using the Fischer’s exact test to account for small cell counts for Asian and Native American drivers.

Following the results section, we provide a summary of notable findings from this research and conclude with a discussion of actions MCSO has taken and will consider based on the findings from the research.

Information About MCSO and its Districts

MCSO has six administrative districts that manage deputy activity.³ While the districts have geographic boundaries, deputies assigned to individual districts often make traffic stops in other districts for a variety of reasons. For example, when deputies work on DUI special assignments, they make stops across county. Deputies might also work in an off-duty capacity monitoring special events such as golf tournaments or auto races. Deputies may cross district boundaries when assisting other police agencies in Maricopa County, e.g., municipal police departments, or may transfer to other districts mid-shift to meet MCSO staffing and public safety needs. In this section, we provide profiles of the geography of each district and provide mapping of the stops made by deputies assigned to each district.

MCSO Traffic Enforcement

Traffic control by MCSO deputies follows several notable enforcement patterns within the districts and across Maricopa County. First, within certain districts, communities have contracted with MCSO to meet their policing and emergency response needs. In 2022, there were a total 13 communities within the county for which MCSO acts as the local law enforcement.⁴ These communities are diverse. Some are historically retirement communities such as Sun City and Sun City West, while others are affluent predominantly White communities such as Fountain Hills, Cave Creek, Carefree, and Anthem. Still others are small majority-minority communities such as Gila Bend which is centered on two Interstates and several state highways and Guadalupe which is home to a branch of the Yaqui tribe, which was originally from Mexico.

Second, MCSO also acts as the police force for “county islands” throughout the Phoenix metropolitan area. These are regions that are surrounded by municipalities with their own police forces, but for which the MCSO must provide public safety. Notable examples of county islands include a four square-mile area, adjacent to the east of Luke Air Force Base and is largely composed of housing for members of the military, and a similarly sized county island directly between the cities of Mesa and Apache Junction. Other county islands pepper Maricopa County.

³Note that District 6 is no longer in operation. This district was formerly the city of Queen Creek, which MCSO contracted with to act as its municipal police force. Beginning in January of 2022, Queen Creek ended its contract with MCSO and hired its own police force. The geographic boundaries of District 6 were absorbed into District 1.

⁴This includes Carefree, Cave Creek, Fountain Hills, Gila Bend, Guadalupe, Litchfield Park Youngtown, Sun City, Sun City West, Whittman, Anthem, Desert Hills, and New River.

Third, MCSO acts as the rural police force for nearly all the desert land and much of the agricultural land in Maricopa County, but which is outside of the Phoenix metropolitan area. This includes major outdoor recreation areas associated with local lakes and the Salt River recreation area, thoroughfares through sparsely populated regions of the county, and both industrial and family-owned farmland.

Fourth, MCSO deputies aid state and local police in traffic control on local state highways (such as the Loops 101, 202, and 303), other state highways (SR-74, SR-84, SR-85), and local federal highways (Interstates 8, 10, and 17). Other enforcement occurs on local thoroughfares that bisect or intersect communities such as Shea Boulevard, the Carefree Highway, New River Parkway, Lake Pleasant Parkway, Grand Avenue, and Hunt Highway.

In Table 1 below, we present general information about districts, highlighting their geographic size and estimated population characteristics based on U.S. Census estimates.⁵ Caution should be taken inferring Maricopa County driving population characteristics from Maricopa County Census population information.⁶ This is especially true for the Sheriff’s Office as they are not the primary police agency for much of the populations within each district.

Table 1: District Information

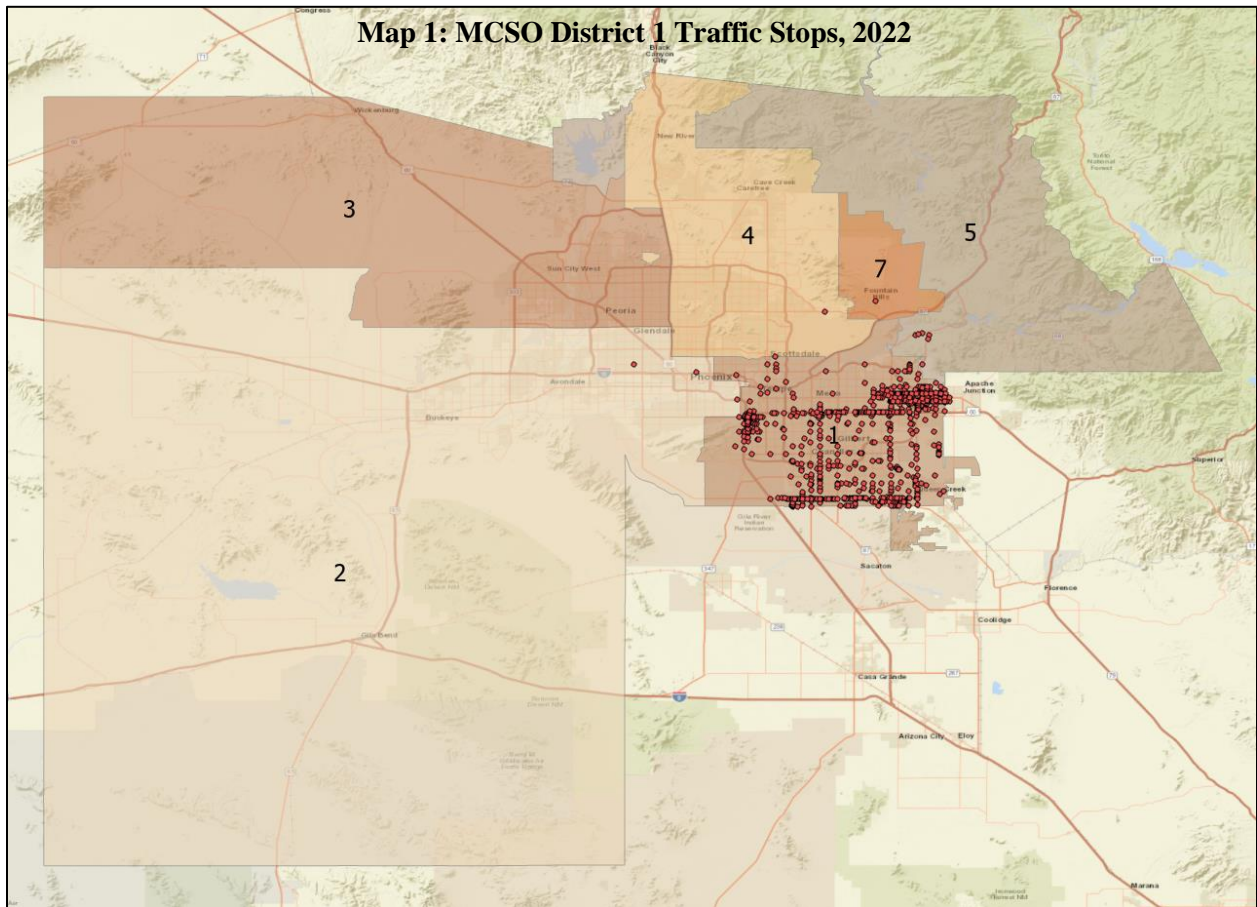
District	Size (Square Miles)	Population (Approx.)	Deputies ⁷	District Demographics (Approx.)	
1	558	1,618,105	67	Asian	6%
				Black	5%
				Hispanic	24%
				Native American	2%
				White	58%
2	5,216	1,232,768	83	Asian	3%
				Black	9%
				Hispanic	55%
				Native American	2%
				White	27%
3	1,632	849,312	64	Asian	4%
				Black	4%
				Hispanic	22%
				Native American	1%
				White	64%
4	668	944,556	47	Asian	5%
				Black	4%
				Hispanic	18%
				Native American	2%
				White	66%
5 (Lakes)	1,089	35,926	59	Asian	2%
				Black	1%
				Hispanic	8%
				Native American	5%
				White	80%
7	124	41,454	41	Asian	3%
				Black	1%
				Hispanic	5%
				Native American	4%
				White	83%

⁵To derive district population estimates, MCSO used GIS to overlay MCSO District borders with Census block group estimates for 2020.

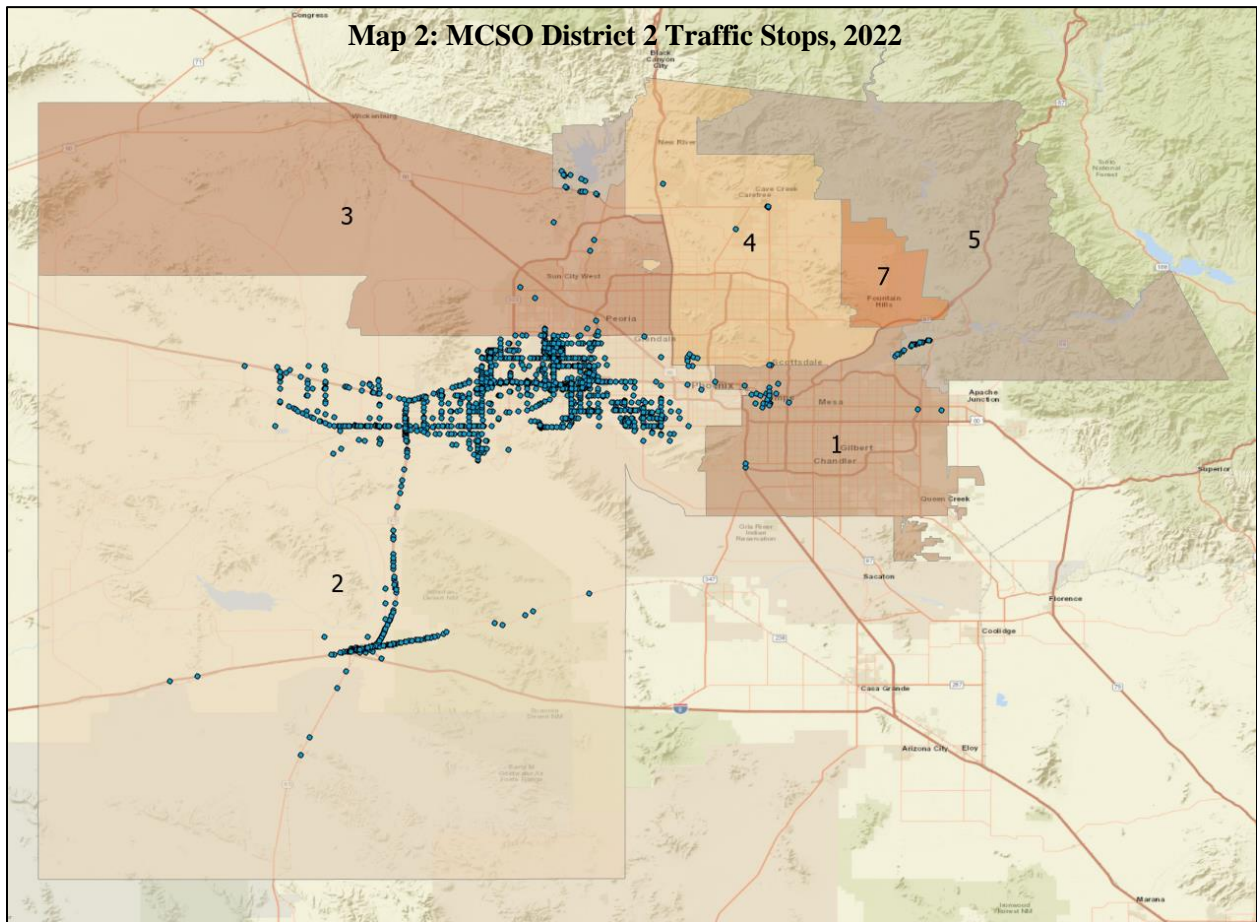
⁶Scholars have long recognized the **severe** limitations of census data for use in estimating the driving population. Limitations include who drives, where they are driving, and important for MCSO’s research, who is violating the law. For a comprehensive review of these limitations, see the U.S. Department of Justice-funded research Fridell (2004) “By the Numbers: A Guide for Analyzing Race Data from Vehicle Stops.”

⁷This number represents the number of deputies that made traffic stops while assigned to the district in 2022. Because deputies could move districts throughout the year, they may be enumerated in more than one district.

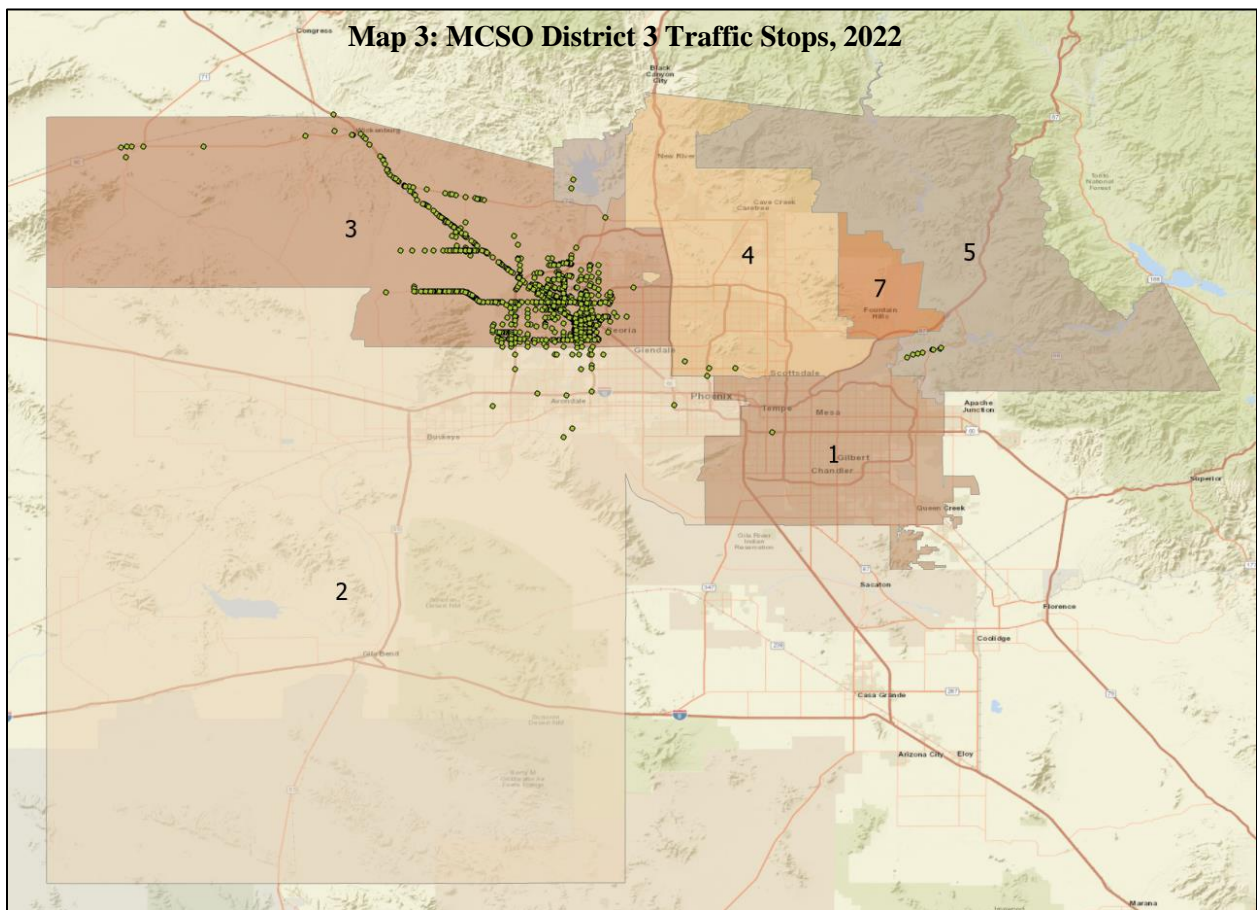
District 1 is in southeastern Maricopa County and primarily provides law enforcement for county islands and the Town of Guadalupe. The district also serves as back-up law enforcement to Apache Junction, Chandler, Gilbert, Mesa, Tempe, South Scottsdale, and Queen Creek. The district covers over 500 square miles, and communities in District 1 are very diverse, including retirement communities, a major university, a historical settlement of the Yaqui Native American tribe, new suburban development, and farmland. In Map 1 below, we provide the geographic distribution of traffic stops from deputies who were assigned to District 1 when the stop was made. District 1 deputies generally make traffic stops within the district boundaries. The greatest concentration of stops by District 1 deputies include the contracted Town of Guadalupe, on US 60 (The Superstition Freeway), in rural areas in the southern portion of the district along Hunt Highway and in county islands east of the City of Mesa and west of Apache Junction.



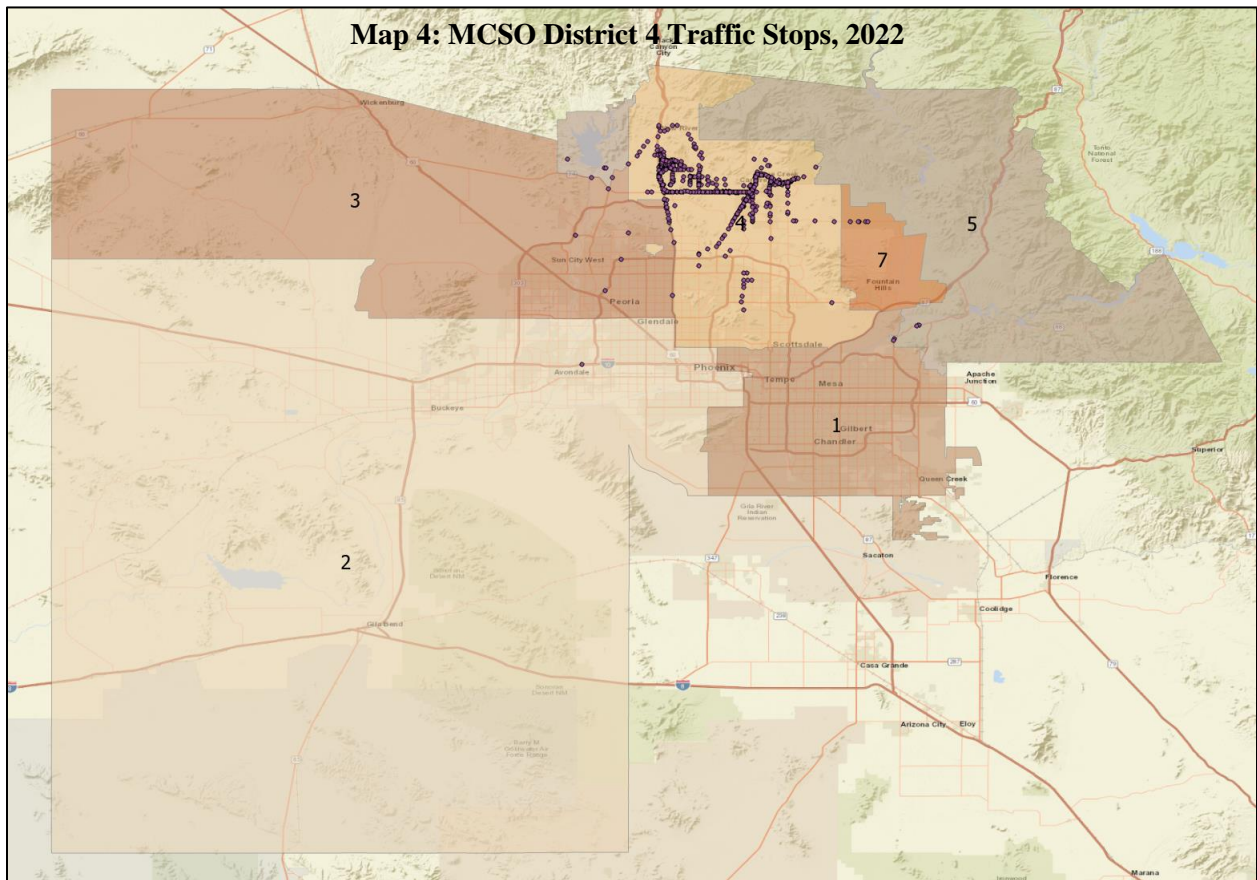
District 2 is in southwestern Maricopa County and is the largest MCSO district by land area. It includes the southwestern Phoenix metropolitan area and wide swaths of rural spaces. The district has the highest proportion of Hispanic driver within-district traffic stops, as well as the highest Hispanic population residing in any district’s geographic boundaries. Gila Bend is one community in District 2 that MCSO contracts with for law enforcement needs and highways in and out of Gila Bend are often patrolled by MCSO. Other notable cities in District 2 include Buckeye, Goodyear, Litchfield Park, cities adjacent to the western I-10 corridor, and downtown Phoenix. MCSO contracts with the city of Goodyear for patrol of certain areas within the city boundaries. District 2 also includes two Maricopa County parks—Estrella Mountain Regional Park, and Skyline Regional Park. The highest concentration of traffic stops by MCSO deputies in District 2 include the Town of Gila Bend, rural county islands in and around Buckeye and Goodyear and a four square-mile county island adjacent to Luke Air Force Base.



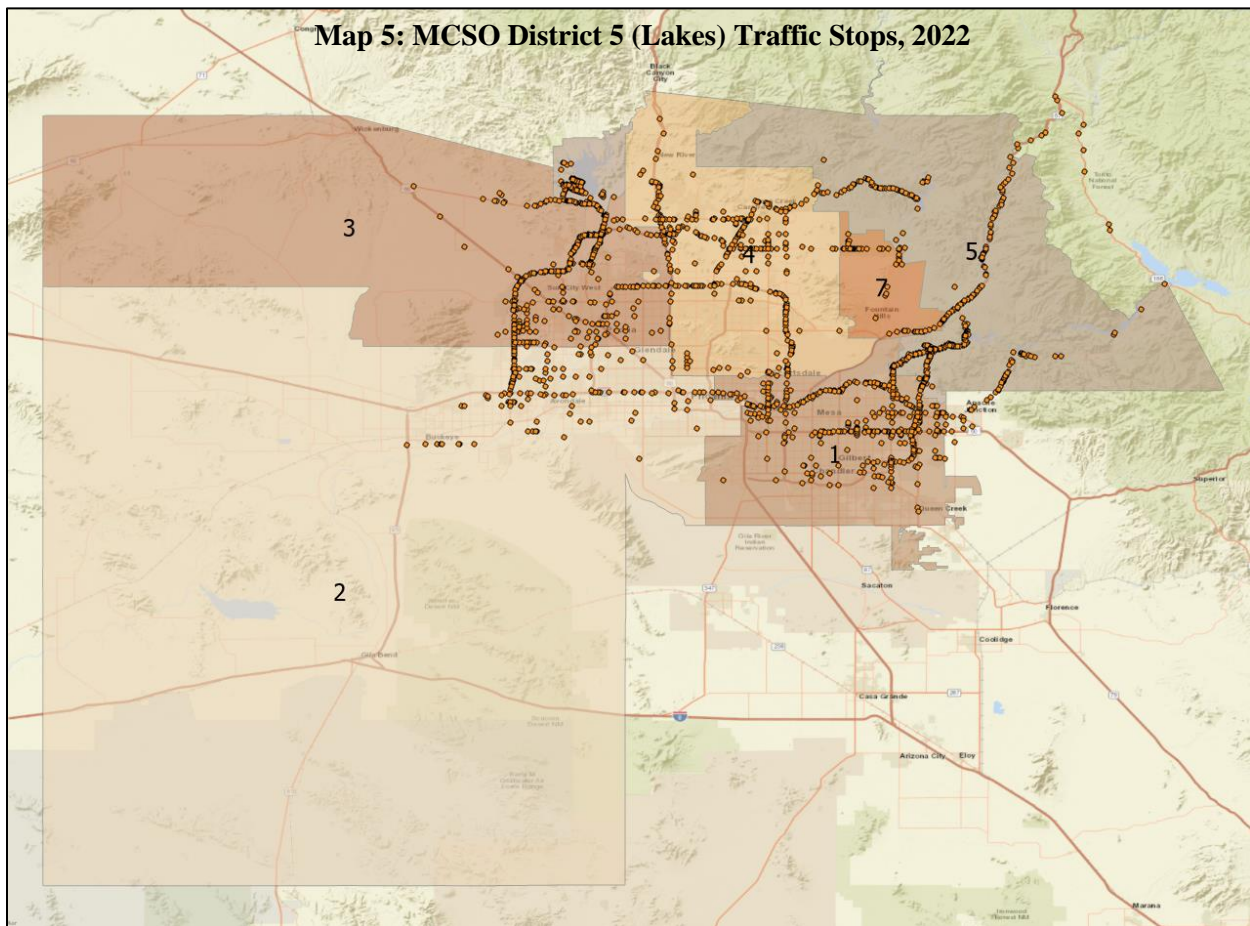
District 3 covers an area of 1,631 square miles in the northwestern quadrant of Maricopa County and MCSO is the primary law enforcement agency for several small towns and unincorporated communities, as well as large rural and agricultural spaces in the district. MCSO carries contracts for policing several cities in District 3 including Youngtown, Whittman, Sun City, and Sun City West. District 3 has several major state and US highways which MCSO deputies often make traffic stops. These include US 60, Loop 303, Loop 101, and State Route 74. Traffic stops within the boundary of District 3 are concentrated in the cities of Sun City, Sun City West, Wittmann, and Youngtown. Other notable concentrations of traffic stops in District 3 include rural areas west of the Phoenix metropolitan area, Morrystown, and along Sun Valley Parkway, and on US 60. Like District 1, District 3 deputies generally make stops within the district’s geographic borders.



District 4 covers an area of approximately 668 square miles in the north-central quadrant of Maricopa County. This district includes northern areas of Phoenix and Scottsdale, parts of Peoria, and unincorporated Maricopa and Yavapai County land. Deputies primarily serve the communities of Anthem (officially Phoenix), Cave Creek, Carefree, and Cave Creek in these areas although other municipal police departments utilize MCSO deputies as back-up law-enforcement in the district. I-17 borders the western edge of District 4, and the Carefree Highway is a major thoroughfare through the district. District 4 deputies make a number of stops outside District 4 boundaries and these stops are generally made on major freeways, arterial streets, and along Rio Verde Drive. The highest concentration of stops in District 4 occur in the towns of Anthem (Phoenix), Cave Creek, Carefree, and along the major thoroughfares of I-17, Carefree Highway, and Cave Creek Rd. Finally, District 4 had the highest number of traffic stops (N=2,209) by deputies assigned to traffic enforcement in the county. Traffic stops by deputies assigned to traffic enforcement in District 4 accounted for 63.28 percent of all stops in District 4.

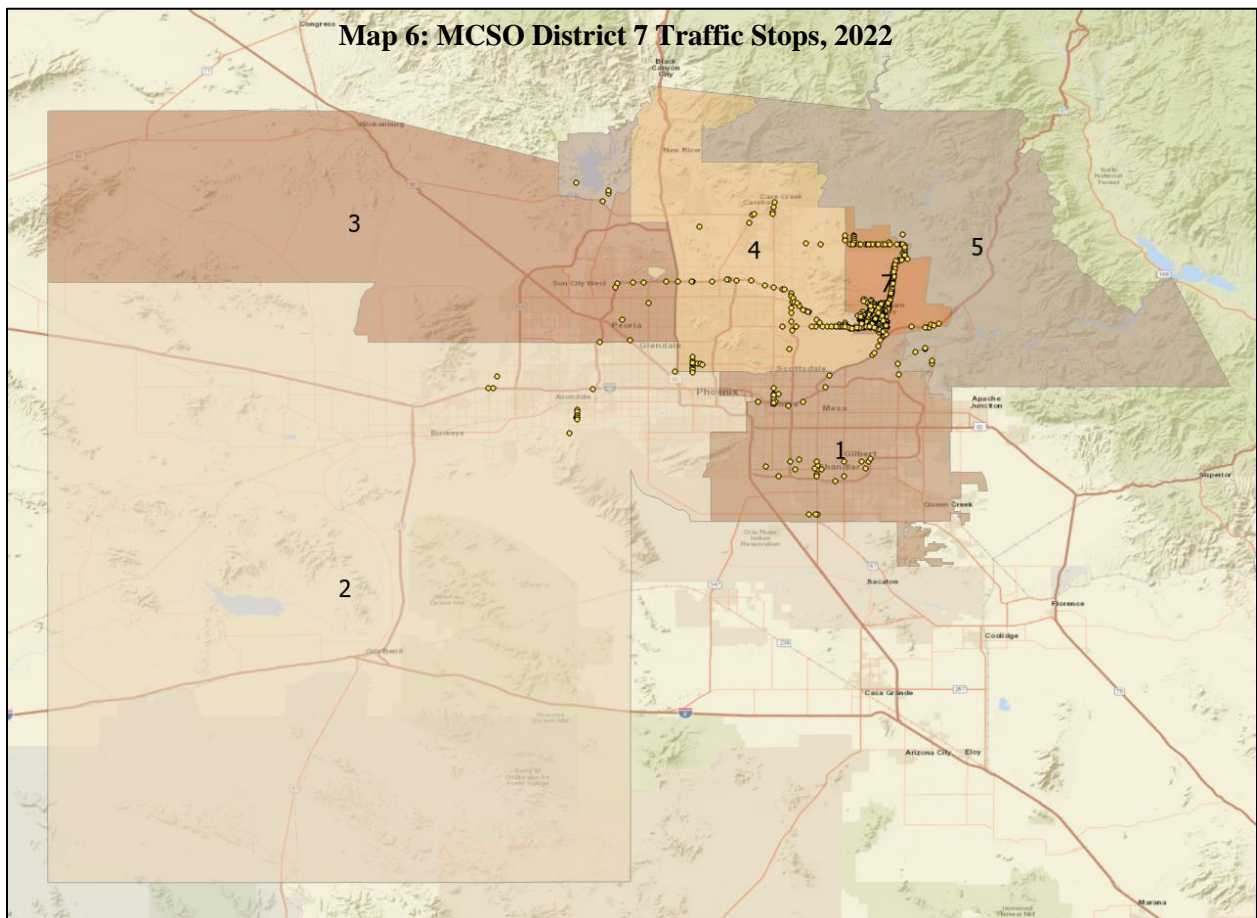


District 5, Lake Patrol, is a specialized division consisting of many units that safeguard the lakes, rivers, and wilderness areas of Maricopa County. Of particular interest to this analysis, the majority of special assignment patrols (DUI Taskforce, and Aggressive Driver Patrol) are assigned through District 5 Command. Deputies assigned to District 5 make the most stops of any district outside their geographic boundaries. District 5 is bifurcated geographically, with patrol units working in the northeastern and northwestern recreational areas in Maricopa County, and different legal frameworks—federal, county, municipal, and state—may apply, depending on the area. There are 6 major reservoirs and adjacent areas patrolled by District 5 deputies. These include Lake Pleasant, Bartlett Lake, Horseshoe Reservoir, Saguaro Lake, Canyon Lake, and Apache Lake. District 5 deputies also patrol the Salt River Basin, a major summer recreational area. The district has a population density of fewer than 50 people per square mile, compared to the approximate 500 people per square mile in the rest of the districts. This far less populated area has fewer calls for service and is mostly recreational space for the local population and tourists. Stops outside District 5 boundaries are primarily concentrated on major freeways of the Loop 303, Loop 202, Loop 101, and 1-17. Within the district’s boundaries, major concentrations of traffic stops include in and around Lake Pleasant Park, along the Beeline Highway exiting northeast out of the Phoenix area, along the Bush Highway in the Salt River Valley, and along Usery Pass Road.



District 7 is in the northeast area of Maricopa County, serving as primary law enforcement for the Town of Fountain Hills, and Rio Verde, as well as unincorporated county land and McDowell Mountain Regional Park. While the vast majority of stops made by District 7 deputies occurred within the district’s boundaries; outside of the district, deputies made a number of stops on the Loop 101 and several areas typically patrolled by Lake Patrol. Among all districts, District 7 has the highest concentration of stops within any city, with nearly 3,500 stops made within the boundaries of Fountain Hills (80.90% of District 7 stops). Over one-third of District 7 stops (N=1,275) were made by deputies assigned to traffic enforcement. Other areas of concentrated traffic stop activity in District 7 included Rio Verde Dr., Shea Blvd., and McDowell Mountain Road.

Patrol activity priorities in District 7, while managed by MCSO is often determined, in part, by Fountain Hills City Council as they request certain types of enforcement in specific areas of the city (e.g., speeding offenses on Shea Blvd., school zone patrol, or red light or stop sign violations at specific intersections).



In the next section we provide a description of the methods used to analyze MCSO’s traffic stop data in this report.

Methods

MCSO conducted five phases of analysis to produce this report. The first analysis provides descriptive statistics on traffic stops for each of the districts. We report information about the drivers, including the perceived race/ethnicity of the drivers and the sex of the drivers. We report characteristics about the stops such as the time of year stops were made, the time-of-day stops were made, average stop length by district and race/ethnicity, use of extended stop indicators by district and race/ethnicity. We also report outcomes of the stops for each district and by race/ethnicity. Next, we report offense categories that were cited or warned during traffic stops (speed, non-speed moving, driving documentation, equipment, and other types of violations). Following this, we identify special assignment stops for each district and whether the traffic stop could be classified as civil traffic, criminal traffic, or criminal. We report searches conducted in each district and identify arrests made in each district. Finally, we report deputy traffic stop counts for each district. Summary statistics for MCSO are provided in this section for comparison. No statistical tests for significance were conducted for the descriptive portion of the report.

The second phase provides regression analyses of stop length and stop outcomes (citation/warning, discretionary searches, and arrests) using variables that are normally used in the Propensity Score Matching process in the TSAR and the weighting process in the TSMR. Excluded from models are variables for geography and race/ethnicity of the drivers.⁸ Ordinary Least Squares regression was employed for the analysis of stop length, while logistic regression was used for the categorical outcomes of citations, arrests, and searches. Two separate analyses were conducted for citations. The first was a logistic regression model predicting a citation outcome that included offense categories and the speed of the vehicle over the speed limit (for speeding violations) while the second analysis excluded violation categories and speed in the modeling process. The purpose of all models presented in this section was to determine whether individual districts differed from one another on the stop outcomes, while controlling for race-neutral characteristics of the stop. We employed an alpha level of $p = 0.05$ as the critical value for statistical significance, with p -values lower than 0.05 considered statistically significant. Table 2 provides a list of the variables used for these models.

⁸Geography and race/ethnicity were excluded from these analyses at the request of experts working for the Department of Justice.

Table 2: Variables Used in Regression Models

Stop Length	Citations (Violations and Speed)	Citations/Arrests/Searches
Time Splined	Time Splined	Time Splined
Driver Sex	Driver Sex	Driver Sex
Stop Classification (civil/criminal)	Stop Classification (civil/criminal)	Stop Classification (civil/criminal)
Non-AZ Plate	Non-AZ Plate	Non-AZ Plate
Assignment Category	Assignment Category	Assignment Category
Patrol (reference category)	Patrol (reference category)	Patrol (reference category)
Traffic	Traffic	Traffic
Off-Duty	Off-Duty	Off-Duty
Other	Other	Other
District 1-5 and 7	Violation Type	District 1-5 and 7
Arrest	Speed	
Search	Non-Speed Moving	
	Driving Documentation	
	Equipment	
	Other Violations	
	Speed Binned in 5 MPH increments	
	District 1-5 and 7	

In the third phase, we used Propensity Score Matching to estimate disparities at the district level. The models compare stop length, citations, arrests, and searches for comparisons of White and Hispanic drivers, White and Black drivers, and White and Minority drivers (all Asian, Native American, Hispanic, and Black drivers combined). Propensity scores for this analysis were generated using the same propensity score generating process employed in the TSAR 8 analyses.⁹ However, propensity scores were generated using data for each individual district's stops, not MCSO as a whole. Variables used for generating propensity scores are available in Table 3 below. Five different PSM models were estimated for each district and for Hispanic drivers, Black drivers, and Minority drivers. White drivers were the comparison group for all analyses.

The first analysis was a comparison of stop length and excludes extended stops. The second analysis provides comparisons for citations using both violation types and speed for generating propensity scores (in addition to other matching variables). The third analysis examines district citation rates using propensity scores that were generated without any consideration of the violation type or speed. The fourth analysis examines disparity in district arrest rates. Finally, the fifth analysis considers district-level disparity in discretionary searches. We employed an alpha level of $p = 0.05$ as the critical value for statistical significance for all tests, with p -values lower than 0.05 considered statistically significant.

⁹For a full explanation of the propensity score generating process employed in the TSAR analyses, see page 9 of the 2022 TSAR 8 report available at: https://www.mcsobio.org/files/ugd/b6f92b_4673c7fcdc074b49b94e74b32d11d26c.pdf

Table 3: Variables Used in Propensity Score Matching Models

Stop Length	Citations (Violation and Speed)	Citations/Arrests/Searches
Time Splined	Time Splined	Time Splined
X and Y Coordinates (splined)	X and Y Coordinates (splined)	X and Y Coordinates (splined)
Interaction of X and Y (splined)	Interaction of X and Y (splined)	Interaction of X and Y (splined)
Driver Sex	Driver Sex	Driver Sex
Stop Classification (civil/criminal)	Stop Classification (civil/criminal)	Stop Classification (civil/criminal)
Non-AZ Plate	Non-AZ Plate	Non-AZ Plate
Assignment Category	Assignment Category	Assignment Category
Patrol	Patrol	Patrol
Traffic	Traffic	Traffic
Off-Duty	Off-Duty	Off-Duty
Other	Other	Other
Arrest	Violation Type	
Search	Speed	
	Non-Speed Moving	
	Driving Documentation	
	Equipment	
	Other Violations	
	Speed Binned in 5 MPH increments	

In the fourth phase of analysis, MCSO sought to determine whether districts differed from one another in their levels of disparity.¹⁰ The analysis utilized regression models for each racial/ethnic group comparison (Hispanic/White, Black/White, and Minority/White) and benchmark (Stop length, citations, arrests, and searches). In this analysis, district and race/ethnicity are interacted to determine whether racial/ethnic disparities vary statistically across districts. We then performed a linear hypothesis test to determine whether statistically significant differences of disparity exist among all districts simultaneously. To perform this test, we used the Stata command “test” which evaluates whether the estimated differences in disparities for districts (interaction between district and race) are “jointly zero.” If the test rejected the null hypothesis, we identify which districts displayed the most pronounced disparities in comparison to one another. We also report if any districts were different from others on these benchmarks, regardless of whether the linear hypothesis test was significant. Variables used to generate propensity scores in this analysis are provided in Table 4 below.

¹⁰This analysis was not included in the original approved methodology but was requested by experts with the Department of Justice following the Monitor Team’s approval.

Table 4: Variables Used in Difference in Disparity Models

Stop Length	Citations (Violation and Speed)	Citations/Arrests/Searches
Time Splined	Time Splined	Time Splined
Driver Sex	Driver Sex	Driver Sex
Stop Classification (civil/criminal)	Stop Classification (civil/criminal)	Stop Classification (civil/criminal)
Non-AZ Plate	Non-AZ Plate	Non-AZ Plate
Assignment Category	Assignment Category	Assignment Category
Patrol (reference category)	Patrol (reference category)	Patrol (reference category)
Traffic	Traffic	Traffic
Off-Duty	Off-Duty	Off-Duty
Other	Other	Other
Arrest	Violation Type	
Search	Speed	
	Non-Speed Moving	
	Driving Documentation	
	Equipment	
	Other Violations	
	Speed Binned in 5 MPH increments	

Finally, MCSO conducted district level chi-square analyses for seizures after searches and included a robustness check using the Fischer’s exact test to account for small cell counts for Asian and Native American drivers.

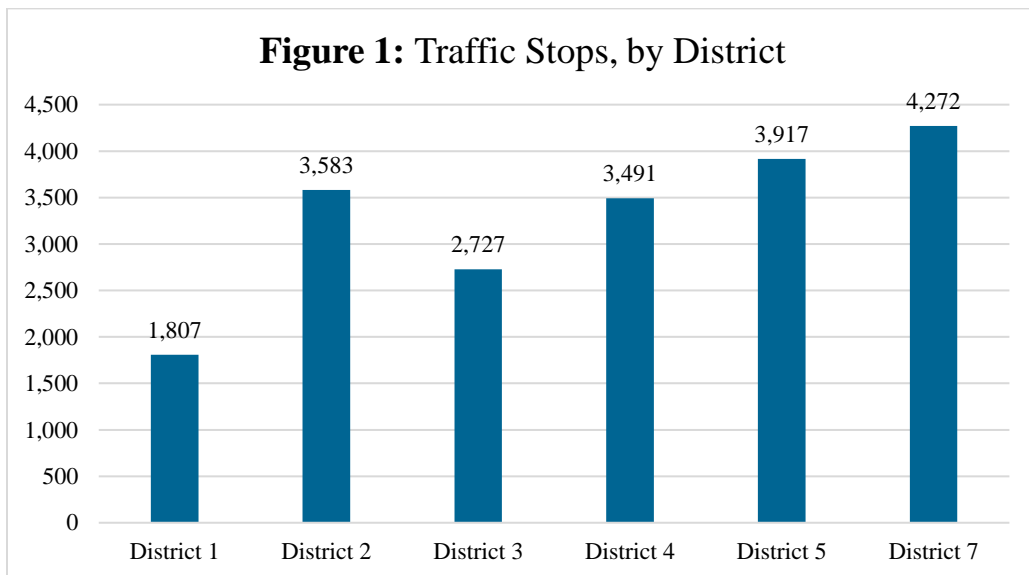
In the next section we present descriptive statistics to identify traffic stop characteristics within each district.

Descriptive Findings

In Figure 1 below we provide the number of traffic stops by MCSO for each district. Note that these numbers reflect the districts to which the deputy was assigned and not the geographic location of the stop.

Number of Traffic Stops by District

Of the 19,797 stops made by MCSO in 2022 nearly 22 percent (N=4,272) were made by deputies working in District 7. District 1 had the fewest number of traffic stops of any district accounting for about 9 percent of traffic stops made by MCSO. District 3 had the second fewest number of stops with 2,725 stops made by District 3 deputies in 2022. This accounted for approximately 14 percent of all traffic stops made by MCSO during the year. Districts 2, 4, and 5 had similar numbers of traffic stops in 2022 accounting for 18.11 percent, 18.47 percent, and 18.57 percent of all MCSO traffic stops, respectively. The average number of stops per district was 3,300 with a standard deviation of approximately 816 traffic stops.



Deputies and Stop Characteristics

Stop Counts

In total, 295 MCSO deputies conducted traffic stops in 2022. The number of traffic stops a deputy makes in a year impacts analysis in the TSMR. Deputies who make fewer than 20 stops during the previous 12-month period are analyzed using a “descriptive” method in the TSMR and deputies who make 20 or more stops in the previous 12-month period are analyzed using a “comparative” method.¹¹ Table 5 provides a tabulation of traffic stop counts by deputies. District 2 had the largest number of deputies who made fewer than 20 stops in 2022 (N = 42). Districts 2, 4, 5, and 7 each had deputies who made more than 500 traffic stops during the year.

Table 5: Deputy Traffic Stop Count (number of stops over the 12-month period), By District

	Number of Deputies					
	District 1	District 2	District 3	District 4	District 5	District 7
1 to 19 Stops	40	42	30	21	27	19
20 to 49 Stops	15	21	21	12	18	5
50 to 99 Stops	8	12	7	8	2	7
100 to 149 Stops	2	0	2	1	5	4
150 to 199 Stops	0	3	4	0	4	2
200 to 499 Stops	1	2	1	2	3	3
Over 500 Stops	0	1	0	1	1	2

¹¹MCSO investigated the activity of “low-volume” deputies in TSQR 11. Low-volume deputies (deputies who make fewer than 20 stops in a 12-month period) accounted for less than 5 percent of traffic stops made by MCSO deputies. 41 percent of deputies who made traffic stops in 2022 were considered “low-volume.” The analysis of low-volume deputy stop activity can be accessed at:

https://www.mcsobio.org/files/ugd/b6f92b_05c14012c8624fa382977bfa58d24fb0.pdf

Deputy Assignments

MCSO utilizes deputy assignment categories as variables in the TSAR and TSMR that contribute to the generation of propensity scores. Categories include Patrol deputies, Lake Patrol deputies, Supervisors, Other assignments, Traffic Cars, and Off Duty. Table 6 below provides a tabulation of the number of stops in each district categorized by the type of assignment.¹²

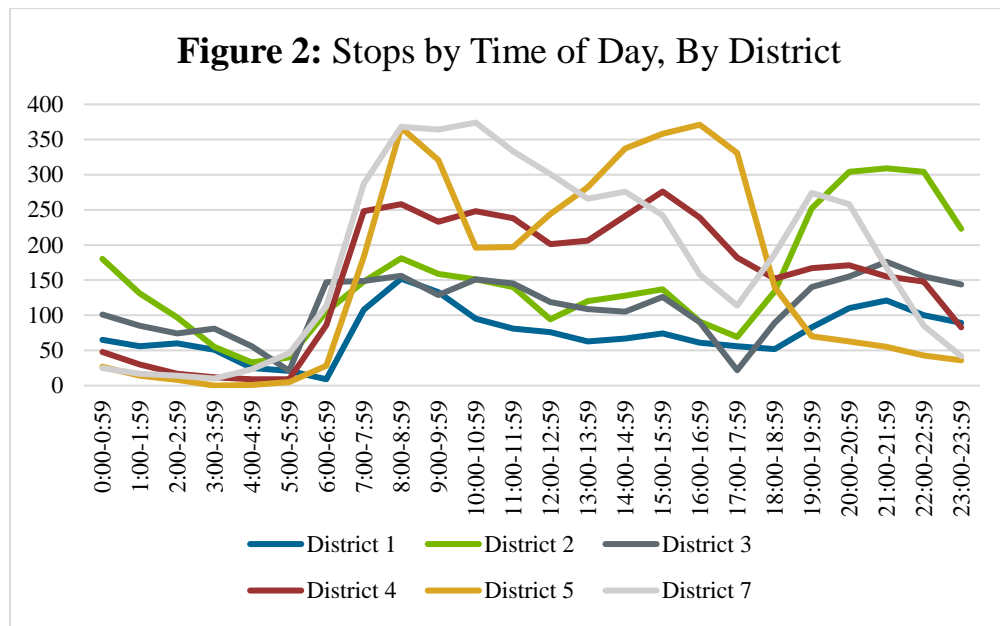
Table 6: Deputy Assignments at time of stop

	Number of Stops					
	District 1	District 2	District 3	District 4	District 5	District 7
Patrol Deputy	1,767	3,391	2,623	1,221	0	2,963
Lake Patrol Deputy	0	0	0	0	3,823	0
Supervisor	39	186	98	25	19	34
Traffic Cars	0	0	0	2,209	0	1,275
Off Duty	0	1	3	0	7	0
Other	1	5	3	36	68	0

¹²The deputy assignment category for “Lake Patrol Deputy” was adjusted for this quarterly analysis because all Lake Patrol deputies are assigned to District 5. For regression analyses presented in this report, Lake Patrol Deputies were coded as Patrol Deputies.

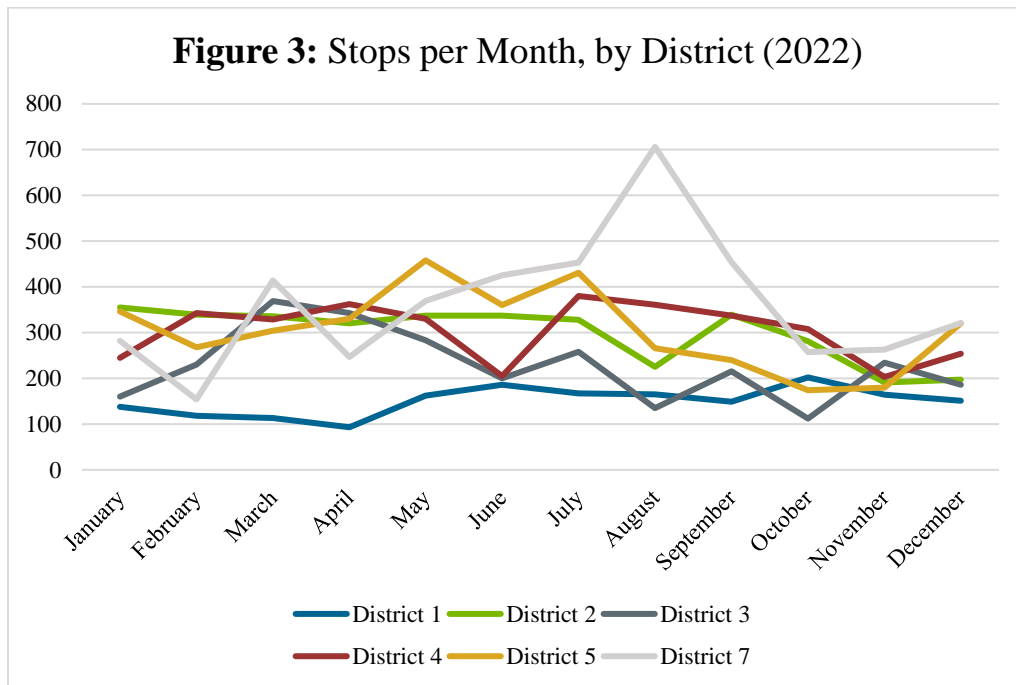
Time of Day

Figure 2 provides a comparison of district stops by the time of day. All districts have the fewest number of stops between 4:00 and 5:00 am with an increase in stops during the morning commuting hours between 6:00 and 8:00 am. Stops taper off through the day until the evening commuting hours. One exception to this pattern are the stops made by deputies in District 5. District 5 stops increase at 11:00 am and continue increasing until 5:00 pm, when they decline precipitously. One possible reason for this pattern is that District 5 deputies patrol the lakes and river areas of Maricopa County which are used for recreation but are seldom used after dark.



Stops per Month

Figure 3 provides monthly trends for stops made by deputies in each district. In general, districts made a similar number of stops each month. However, District 7 had much more month-to-month variation relative to other districts, making as few as 154 traffic stops in February of 2022 and as many as 706 traffic stops in August of 2022.



Special Assignments

MCSO deputies sometimes work special assignment patrols. These special assignments identify certain types of violations and deputies aggressively patrol for these violations.¹³ Table 7 provides a tabulation of special assignment traffic stops by district. Of the 1,231 stops made while deputies were working on the DUI Taskforce, 539 stops were made by deputies from District 5. This represented nearly 14 percent of all stops made by District 5 deputies. District 7 accounted for the most stops made by deputies on Aggressive Driver special assignments. Finally, there were only 9 traffic stops by deputies working Click-it-or-ticket special assignment. All these stops were made by deputies from District 5.

Table 7: Special Assignment Stops by District (percentage of stops by district)

	DUI Taskforce	Aggressive Driver	Click-it-or-ticket
District 1	59 (3.27%)	0 (0.00%)	0 (0.00%)
District 2	287 (8.01%)	2 (0.06%)	0 (0.00%)
District 3	79 (2.90%)	0 (0.00%)	0 (0.00%)
District 4	113 (3.24%)	33 (0.95%)	0 (0.00%)
District 5	539 (13.76%)	102 (2.60%)	9 (0.23%)
District 7	154 (3.60%)	322 (7.54%)	0 (0.00%)

Stop Classification

MCSO uses the classification of the violations during traffic stops as one variable in its propensity score matching and weighing processes for the TSAR and TSMR, respectively. Table 8 provides the classifications of these violations by district. Across all districts, civil traffic violations were the most common class of violations, exceeding 90 percent in each District. District 5 had the highest number and percent of stops classified as criminal traffic. As is apparent in Table 8, criminal stops are a rare occurrence in all districts with less than half of one percent of stops classified as criminal in each district.

Table 8: Traffic Stop Classifications by District

	Criminal Traffic	Civil Traffic	Criminal
District 1	58 (3.21%)	1,742 (96.40%)	7 (0.39%)
District 2	76 (2.12%)	3,503 (97.77%)	4 (0.11%)
District 3	34 (1.25%)	2,689 (98.61%)	4 (0.15%)
District 4	85 (2.43%)	3,404 (97.51%)	2 (0.06%)
District 5	347 (8.86%)	3,557 (90.81%)	13 (0.33%)
District 7	85 (1.99%)	4,184 (97.94%)	3 (0.07%)

¹³MCSO investigated special assignment activity in 2021 as part of its TSQR 9 research. A more thorough explanation of special assignment activity can be accessed in that report, available at:

https://www.mcsobio.org/files/ugd/b6f92b_089d19c100b24f53a01ee1b453e40a79.pdf

Driver Characteristics

Driver Race/Ethnicity

When deputies make a traffic stop, they document their observation of the perceived race/ethnicity of the driver. Table 9 below provides the racial/ethnic perception of drivers stopped by deputies from each of the six districts. The racial/ethnic perception of drivers stopped by all MCSO deputies is provided for comparison. Note that the Minority category includes Asian, Black, Hispanic, and Native American drivers combined.

In District 1, 26.45 percent of drivers stopped by deputies were identified as Hispanic. Deputies in District 1 perceived drivers as White during 56.50 percent of stops. Almost 44 percent of drivers stopped by District 1 deputies were Minority drivers. District 2 had the highest stop rate (62.21%) for Minority drivers compared to all other Districts and almost one-third of traffic stops of Minority drivers by all MCSO occurred in District 2. District 2 also stopped the greatest number (N = 1,694) and proportion of Hispanic drivers (47.28%) compared to all other MCSO districts.

Table 9: Perceived Post-Stop Driver Race/Ethnicity, by District

Race/Ethnicity	MCSO	District 1	District 2	District 3	District 4	District 5	District 7
Black	7.22%	11.68%	10.75%	9.46%	3.15%	6.71%	4.73%
Hispanic	23.99%	26.45%	47.28%	25.93%	12.66%	22.49%	12.80%
White	64.73%	56.50%	37.79%	61.46%	81.81%	66.96%	76.90%
Minority	35.27%	43.50%	62.21%	38.54%	18.19%	33.04%	23.10%

District 3 had the second fewest number of traffic stops in MCSO during 2022. Of these 2,727 traffic stops, deputies perceived almost 26 percent of drivers as Hispanic, nearly 10 percent as Black and 61.46 percent of drivers as White. About 39 percent of drivers stopped by District 3 deputies were perceived as non-White Minority drivers.

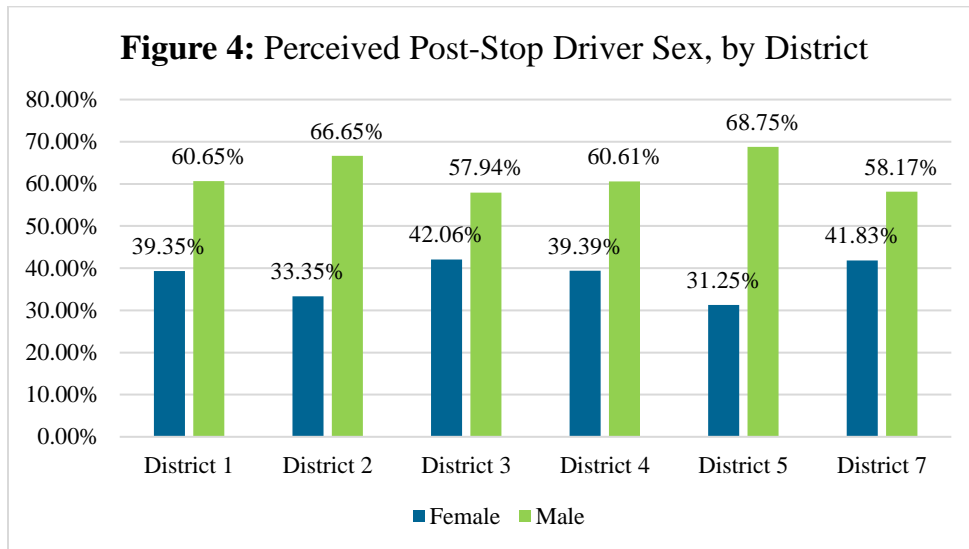
District 4 had the highest rate of White drivers stopped compared to all other districts. Almost 82 percent of drivers were perceived as White in District 4, while nearly 13 percent were perceived as Hispanic. Deputies from District 4 stopped the fewest number (N=635) and lowest proportion of stops of Minority drivers (18.19%) of any district.

District 5 (Lakes) deputies conducted 3,917 traffic stops in 2022. Of these stops, two-thirds (66.96%) of drivers were perceived as White, about 22 percent were perceived as Hispanic and less than 7 percent were perceived as Black. About one-third (33.04%) of drivers stopped by District 5 deputies were perceived as non-White minorities.

Finally, District 7 had the most stops of all districts during 2022. These 4,272 stops accounted for almost 22 percent of MCSO traffic stops made in 2022. Almost 77 percent of stops made in District 7 were of drivers perceived as White, nearly 13 percent of stops were of drivers perceived as Hispanic, and under five percent of drivers stopped by District 7 deputies were perceived as Black. Just over 23 percent of drivers stopped in District 7 were perceived as non-White Minorities.

Driver Sex

Post-stop, deputies enter the driver's perceived sex into TraCS. Across all MCSO traffic stops, approximately 62 percent of drivers were identified as male and 38 percent as female. Figure 4 provides percentages of driver's perceived sex by district. More male drivers were stopped in every district. District 5 had the highest percentage of male drivers stopped (68.75%), while District 3 had the lowest percentage of male drivers stopped (57.94%).



Summary Statistics

Stop Length

Stop length is one of the metrics analyzed in our analysis in the Traffic Stop Monthly Report (TSMR) and the Traffic Stop Annual Report (TSAR). MCSO also tracks certain types of delays during traffic stops using “Extended Traffic Stop Indicators” (ETSI) to identify reasonable, and common impacts on the length of stops.¹⁴ Tables 10 and 11 below provide average stop lengths for each of the districts, for MCSO, and by race/ethnicity. Table 10 provides overall average stop lengths, using all stops, while Table 11 provides average stop lengths for stops that were not considered extended and did not include an arrest or search.

Using all stops (Table 10), the average stop length for MCSO traffic stops was 16.46 minutes or sixteen minutes and twenty-eight seconds. However, as Table 10 shows, Hispanic, Black and Minority drivers all have longer average stop lengths than do White drivers. This pattern persists across every district, except for Black drivers in District 1. Of all districts, District 7 had the lowest average stop length (13.21 minutes), while District 1 had the longest (20.5 minutes). District 1 also had the longest average stop length for Hispanic drivers (nearly 27 minutes) compared to all other districts and all other racial groups.

Table 10: Average Stop Length, in Minutes, by District and Race/Ethnicity

	All Stops	Hispanic	Black	White	Minority
MCSO	16.46	20.33	17.93	14.81	19.49
District 1	20.50	26.68	17.48	17.81	24.00
District 2	17.42	19.38	16.75	15.55	18.55
District 3	17.74	20.26	20.14	16.35	19.24
District 4	16.11	21.96	15.50	15.13	21.06
District 5	16.79	21.51	21.52	14.98	20.06
District 7	13.21	15.43	14.50	12.38	15.60

Table 11 below provides average stop lengths, by district, with extended stops and stops with arrests or searches removed from the analysis. When these stops are removed, the average stop length for all MCSO traffic stops was 11.87 minutes (11 minutes and 52 seconds). Averages for the districts ranged from 10.55 minutes in District 7 to 13.63 minutes in District 1. Average stop lengths for Hispanic and Black drivers were longer than White drivers in all districts.

¹⁴MCSO investigated the use of extended stop indicators in its third quarterly report available at: https://www.mcsobio.org/files/ugd/c866a6_f37279fd33394818bb370ab6af46820e.pdf

Table 11: Average Stop Length, in Minutes, by District and Race/Ethnicity (Minus Extended Stops)

	All Stops	Hispanic	Black	White	Minority
MCSO	11.87	12.45	13.43	11.54	12.59
District 1	13.63	13.77	15.21	13.39	12.22
District 2	12.37	12.28	13.58	12.18	12.50
District 3	12.68	13.08	14.46	12.33	12.31
District 4	12.06	12.98	12.94	11.94	12.71
District 5	11.75	12.21	13.72	11.45	12.47
District 7	10.55	11.47	11.19	10.30	11.47

Extended Stops

Reasons for extended stops fall into seven different categories which include DUI stops, stops with language barriers, technical issues, training stops, stops that involve a tow of a vehicle, stops that involve driving documentation issues, and other issues (where deputies must document what different circumstances delayed the stop). In Table 12, we provide ETSI use for the office, by race/ethnicity. In Table 13 below we provide rates for ETSI use by District for all stops and identify rates for ETSI use for White, Hispanic, Black, and non-White Minority drivers.

Table 12: Extended Stop Reasons, MCSO, by Race/Ethnicity

	All Stops	Hispanic	Black	White	Minority
DUI Stop	1.94%	2.88%	1.26%	1.63%	2.52%
Language Barrier	1.96%	6.99%	0.35%	0.16%	5.27%
Technical Issue	6.91%	7.79%	8.40%	6.41%	7.82%
Training Stop	5.91%	7.08%	5.74%	5.49%	6.69%
Vehicle Towed	1.73%	4.51%	1.47%	0.70%	3.61%
Driving Documentation Issue	13.89%	18.68%	20.08%	11.26%	18.72%
Other Issue	3.35%	4.44%	4.76%	2.77%	4.41%

Table 13: Extended Stop Reasons, By District and Race/Ethnicity

	% All Stops	Hispanic	Black	White	Minority
District 1					
DUI Stop	1.71%	2.72%	0.47%	1.18%	2.42%
Language Barrier	3.10%	9.41%	0.47%	0.39%	6.62%
Technical Issue	9.30%	10.04%	7.58%	9.21%	9.41%
Training Stop	9.02%	8.37%	6.16%	10.09%	7.63%
Vehicle Towed	2.99%	6.28%	1.42%	1.57%	4.83%
Driving Documentation Issue	26.34%	32.01%	27.96%	22.62%	31.17%
Other Issue	6.64%	10.88%	4.27%	5.00%	8.78%
District 2					
DUI Stop	2.20%	2.54%	0.52%	2.36%	2.11%
Language Barrier	3.77%	7.14%	0.78%	0.15%	5.97%
Technical Issue	7.12%	7.56%	7.53%	6.28%	7.63%
Training Stop	10.47%	10.74%	9.61%	10.34%	10.54%
Vehicle Towed	2.34%	4.13%	1.04%	0.59%	3.41%
Driving Documentation Issue	13.90%	17.41%	16.10%	9.01%	16.87%
Other Issue	3.24%	3.96%	3.90%	2.36%	3.77%
District 3					
DUI Stop	1.50%	1.84%	0.78%	1.67%	1.81%
Language Barrier	1.50%	4.38%	0.39%	0.18%	3.62%
Technical Issue	9.31%	10.33%	8.53%	9.31%	9.32%
Training Stop	7.96%	6.51%	6.20%	8.77%	6.66%
Vehicle Towed	1.69%	4.38%	1.94%	0.54%	3.41%
Driving Documentation Issue	17.31%	21.36%	27.52%	13.72%	23.03%
Other Issue	5.10%	4.38%	9.69%	4.77%	5.61%
District 4					
DUI Stop	1.15%	1.81%	0.00%	1.12%	1.26%
Language Barrier	1.03%	7.01%	0.00%	0.11%	5.20%
Technical Issue	4.38%	4.07%	4.55%	4.34%	4.57%
Training Stop	6.13%	5.43%	6.36%	6.13%	6.14%
Vehicle Towed	1.43%	7.47%	0.00%	0.56%	5.35%
Driving Documentation Issue	9.65%	14.93%	19.09%	8.51%	14.80%
Other Issue	2.18%	3.39%	0.00%	2.03%	2.83%
District 5					
DUI Stop	4.03%	6.36%	3.80%	3.20%	5.72%
Language Barrier	2.37%	8.97%	0.00%	0.20%	6.65%
Technical Issue	9.34%	9.42%	15.59%	8.81%	10.43%
Training Stop	2.78%	2.95%	2.28%	2.63%	3.09%
Vehicle Towed	1.28%	2.95%	1.90%	0.61%	2.63%
Driving Documentation Issue	13.35%	16.46%	20.53%	11.48%	17.16%
Other Issue	3.80%	4.09%	5.70%	3.39%	4.64%
District 7					
DUI Stop	0.70%	0.73%	1.49%	0.64%	0.91%
Language Barrier	0.66%	4.57%	0.00%	0.06%	2.63%
Technical Issue	4.03%	3.66%	3.47%	4.02%	4.05%
Training Stop	2.15%	3.29%	1.49%	2.10%	2.33%
Vehicle Towed	1.36%	4.39%	1.98%	0.76%	3.34%
Driving Documentation Issue	10.39%	14.08%	9.90%	9.62%	12.97%
Other Issue	1.47%	1.83%	1.98%	1.37%	1.82%

For all stops, in all districts driving documentation issues were the most common ETSIs used. This was most common in District 1 where 26.34 percent of stops involved some delay associated with licensing, insurance, and/or registration. Two districts had low use of this ETSI with District 4 and District 7 both using the Driving Documentation ETSI during 10.56 percent of stops. For all racial/ethnic groups combined, driving documentation issues were the most used among all ETSIs. This is true of all districts, except for District 2 where Training Stop were the most common ETSI used with White drivers. Almost one-third of stops with Hispanic drivers in District 1 (32.01 percent) involved a delay due to driving documentation issues.

Some other notable patterns of ETSI use include the use of the DUI ETSI in District 5. Across all racial/ethnic groups, compared to other districts, District 5 had the highest proportion of stops that involved DUI investigations. Districts 3 and 5 had the highest proportion of stops that involved a technical issue with over 9 percent of stops in each district delayed because of technical problems experienced during the stop. Hispanic drivers had the highest proportion of vehicles towed compared to other racial/ethnic groups in every district.¹⁵

¹⁵TSQR 6 examined citations and warnings and MCSO identified that Hispanic drivers were cited at a higher rate for ARS 28-3151A. According to Arizona Statute 28-3511, drivers who are found to be driving without having ever been issued a driver's license (ARS 28-3151A) in any jurisdiction "shall" have their vehicles towed. In the data used for this report, Hispanic drivers were cited 335 times for ARS 28-3151A and accounted for 70.4 percent of all citations for violating this statute. TSQR 6 can be accessed at:

https://www.mcsobio.org/files/ugd/b6f92b_8d83e6c90eac4d0c95fab0b607dc8ab4.pdf

Stop Outcomes

Citation Outcome

Contact conclusion documents the outcomes from each stop. Table 14 provides percentage of stop outcomes for MCSO as a whole and by district. The “Other” category in Table 14 represents stops that concluded with one of three different outcomes. They include “Incidental Contact,” “Long Form,” and “Field Interview.” Incidental contact is used for a variety of reasons. The most common reason for incidental contact stop conclusions was when a deputy ends the traffic stop without giving a citation or warning because they were called off the stop for a priority call. Long form stop conclusions occurred when a driver had been stopped and was charged with a more serious offense. These were most often used when the driver was arrested for suspected DUI. A field interview occurred during one traffic stop during 2022.

For MCSO, 51.60 percent of traffic stops ended in a citation. However, in comparing districts, each district cites drivers at a different rate. District 4 cites over 71 percent of drivers that are contacted, whereas District 2 cites the lowest proportion of drivers of any district at nearly 39 percent.

Table 14: Citation/Warning rate for MCSO and Districts

	Citation (percent)	Warning (percent)	Other (percent)
MCSO	10,216 (51.60%)	9,462 (47.80%)	119 (0.60%)
District 1	787 (43.55%)	994 (55.03%)	26 (1.44%)
District 2	1,390 (38.79%)	2,171 (60.59%)	22 (0.62%)
District 3	1,234 (45.25%)	1,478 (54.20%)	15 (0.55%)
District 4	2,492 (71.38%)	987 (28.27%)	12 (0.34%)
District 5	2,410 (61.46%)	1,477 (37.71%)	28 (0.77%)
District 7	1,903 (44.55%)	2,355 (55.13%)	14 (0.35%)

In Table 15 below, we identify citation rates for MCSO and each district for White, Hispanic, Black and Minority drivers. Across MCSO, deputies issue citations to White drivers at a higher rate (51.60%) than Hispanic (50.24%), Black (46.33%) and Minority drivers (49.17%). Across most districts, citation rates were generally similar for each racial/ethnic group, with differences ranging between less than 1 percent to 3 percent. However, some differences should be identified. For example, in District 7, White drivers were cited 42.98 percent of the time, while Hispanic drivers were cited 51.55 percent of the time. Similarly, in District 4, White drivers were cited 71.15 percent of the time, while Hispanic drivers were cited 77.38 percent of the time. It should be noted that both Districts 4 and 7 stop Hispanic drivers at the lowest rates compared to other districts. In District 4, 12.66 percent of stops were of Hispanic drivers (N = 442), while in District 7, 12.80 percent of stops were of Hispanic drivers (N = 547).

Table 15: Citation/Warning rate for MCSO and Districts, by race/ethnicity

	Citation (percent)	Warning (percent)	Other (percent)
MCSO	10,216 (51.60%)	9,462 (47.80%)	119 (0.60%)
Hispanic	2,386 (50.24%)	2,327 (49.00%)	36 (0.76%)
Black	662 (46.33%)	758 (53.04%)	9 (0.63%)
White	6,783 (52.93%)	5,966 (46.55%)	66 (0.51%)
Minority	3,433 (49.17%)	3,496 (50.07%)	53 (0.76%)
District 1	787 (43.55%)	994 (55.01%)	26 (1.44%)
Hispanic	209 (43.72%)	257 (53.77%)	12 (2.51%)
Black	88 (41.71%)	122 (57.82%)	1 (0.47%)
White	446 (43.64%)	563 (55.14%)	12 (1.08%)
Minority	341 (43.38%)	431 (54.83%)	14 (1.78%)
District 2	1,390 (38.79%)	2,171 (60.59%)	22 (0.62%)
Hispanic	669 (39.49%)	1,017 (60.04%)	8 (0.48%)
Black	140 (36.36%)	243 (63.12%)	2 (0.52%)
White	527 (38.92%)	816 (60.27%)	11 (0.81%)
Minority	863 (38.72%)	1,355 (60.79%)	11 (0.49%)
District 3	1,234 (45.25%)	1,478 (54.20%)	15 (0.55%)
Hispanic	335 (47.38%)	366 (51.77%)	6 (0.85%)
Black	115 (44.57%)	142 (55.04%)	1 (0.39%)
White	750 (44.75%)	920 (54.89%)	6 (0.36%)
Minority	484 (46.05%)	558 (53.09%)	9 (0.86%)
District 4	2,492 (70.38%)	987 (28.27%)	12 (0.35%)
Hispanic	342 (77.38%)	97 (21.95%)	3 (0.68%)
Black	69 (62.73%)	41 (37.27%)	0 (0.00%)
White	2,032 (71.15%)	815 (28.54%)	9 (0.33%)
Minority	460 (72.44%)	172 (27.09%)	4 (0.47%)
District 5	2,260 (61.46%)	1,389 (37.71%)	28 (0.76%)
Hispanic	549 (62.32%)	326 (37.00%)	6 (0.68%)
Black	161 (61.22%)	98 (37.26%)	4 (1.52%)
White	1,616 (61.61%)	990 (37.74%)	17 (0.64%)
Minority	794 (61.36%)	487 (37.64%)	13 (0.91%)
District 7	1,903 (44.55%)	2,355 (55.13%)	14 (0.33%)
Hispanic	282 (51.55%)	264 (48.26%)	1 (0.18%)
Black	89 (44.06%)	112 (55.45%)	1 (0.50%)
White	1,412 (42.98%)	1,862 (56.68%)	11 (0.33%)
Minority	491 (49.75%)	493 (49.95%)	3 (0.30%)

Violation Categories

MCSO categorizes stops into five violation categories: speed violations, non-speed moving violations, equipment violations, license/insurance/registration violations, and other violations. Violation categories are derived from ARS sections and subsections that were entered into citation or warning forms issued to drivers during a stop.¹⁶ Speeding violations were violations associated with exceeding the speed limit (e.g., speeding, criminal speeding, speeding in a school zone, racing, or reckless driving). Non-speed moving violations included violations for which the vehicle was moving, such as turning, failure to signal when changing lanes, failing to stop, tailgating, or driving too slowly. DUI violations were included in the non-speed moving category. Equipment violations included any violation in which a driver's automobile lacked proper equipment, had non-functioning equipment, or had equipment deemed unsafe (e.g., broken taillights or headlights, cracked windshields, illegally modified vehicles, and restricted opacity on window tint). Driving documentation violations included any violation associated with licensing (vehicle or driver), insurance, and registration. Examples include driving without a license, driving on a suspended/revoked license, expired registration, failure to possess insurance, driving without license plates, or driving with suspended license plates. Finally, other violations included all violations that could not be identified as one of the above categories. The other violation category included a diverse collection of offenses such as drug violations, seat belt violations, cell phone violations, parking violations, noise violations, or littering, among others. Drivers can be cited or warned for more than one violation category. This occurs when deputies identify multiple types of violations prior to the stop, or when a deputy stops a driver and discovers additional violations during the encounter (e.g., having no mandatory insurance or not possessing a driver's license).

Table 16 below provides the percentage of stops for each violation type for all of MCSO and for each district. Table 16 also identifies overall violation categories and violation categories for each racial/ethnic group. For MCSO, speed violations were the most common violations with 54.37% of drivers cited or warned for speed and speed related violations.¹⁷ In 2022, MCSO cited or warned drivers 20.90 percent of the time for non-speed moving offenses. Licensing/Insurance/Registration violations were cited or warned during 19.85% of all MCSO traffic stops, while equipment violations were cited or warned during 9.94 percent of MCSO traffic stops. Other violations were cited or warned during 2.41 percent of traffic stops.

In District 1 driving documentation was the most common violation type that was cited or warned (32.26% of stops) and was the most common violation type across all racial/ethnic groups. In

¹⁶Note that these violations are not the reason the stop was made. TSQR 6 examined, among other things, the reasons deputies initiated traffic stops and compared those stop reasons to what violation was ultimately cited or warned. Agreement between the stop reason and violations for citations and warning was above 90 percent. TSQR 6 is available here: https://www.mcsobio.org/files/ugd/b6f92b_8d83e6c90eac4d0c95fab0b607dc8ab4.pdf

¹⁷In TSQR6 MCSO thoroughly investigated speed violations. Analysis presented in the report determined that Hispanic drivers were cited more often than White drivers for speeding violations. However, when the speed over the speed limit was entered as a statistical control, there was no statistically significant difference in the likelihood of a citation for speed between Hispanic and White drivers. See Models 28, 29, 30, 33, 34 in TSQR 6.

District 2, speed was the most common violation type for the district and across all racial/ethnic groups. It is notable that in Districts 1 and 2, the proportion of drivers cited or warned for speed was well below the overall proportions for these types of violations for MCSO. In District 3, speed was the most common violation that was cited or warned. However, there was variation among racial/ethnic groups in this district with Black drivers cited/warned for speed during about 46 percent of stops while Hispanic drivers were cited/warned for speed during 52.69 percent of stops and Minority drivers as a group during 51.43 percent of stops. White drivers were cited/warned for speed during nearly 61 percent of traffic stops in District 3.

In District 4, across all racial/ethnic groups speed was cited/warned at the highest rate. These rates were higher than any other district. Hispanic drivers were cited/warned during 71.49 percent of traffic stops when speed was cited/warned and White drivers were cited/warned during 69.54 percent of traffic stops when speed was cited/warned.

In District 5 (Lakes District), speed was the most common citation/warning issued across all racial/ethnic groups and for the district. In District 5, Hispanic drivers were cited/warned more often for non-speed moving violations (25.77%) and license/insurance/registration violations (23.38%) than White drivers (18.80% and 15.86%, respectively).

Finally, in District 7 speeding was the most common violation that was cited/warned across all racial/ethnic groups (52.74%) and Hispanic drivers were cited/warned for speeding at the highest rate (61.06%) compared to other racial/ethnic groups. In District 7, Hispanic drivers were also cited/warned for license/insurance/registration violations at the highest rate (22.85%) compared to other racial/ethnic groups.

Table 16: Violation categories, by District and Race/Ethnicity

	All Stops	Hispanic	Black	White	Minority
MCSO					
Speed	54.37%	47.99%	46.82%	57.83%	48.01%
Non-Speed Moving	20.90%	23.58%	21.76%	19.65%	23.20%
Driving Documentation	19.85%	23.08%	23.79%	18.25%	22.79%
Equipment	9.94%	14.05%	15.12%	7.76%	13.92%
Other Violations	2.41%	3.18%	1.54%	2.22%	2.76%
District 1					
Speed	31.49%	26.78%	27.01%	34.38%	27.74%
Non-Speed Moving	23.57%	27.41%	26.07%	20.86%	27.10%
Driving Documentation	32.26%	35.36%	31.75%	31.15%	33.72%
Equipment	18.04%	17.99%	20.38%	17.53%	18.70%
Other Violations	3.15%	4.60%	2.84%	2.74%	3.69%
District 2					
Speed	41.59%	37.96%	35.84%	48.08%	37.64%
Non-Speed Moving	27.04%	27.21%	26.23%	26.88%	27.14%
Driving Documentation	18.59%	20.54%	23.64%	14.92%	21.60%
Equipment	18.50%	21.96%	18.96%	14.11%	21.18%
Other Violations	1.84%	2.07%	1.56%	1.55%	2.02%
District 3					
Speed	57.28%	52.76%	46.12%	60.92%	51.47%
Non-Speed Moving	20.61%	23.06%	20.54%	19.75%	21.98%
Driving Documentation	17.31%	20.93%	25.97%	14.62%	20.63%
Equipment	12.72%	15.84%	19.77%	10.20%	16.75%
Other Violations	0.59%	0.57%	0.00%	0.72%	0.38%
District 4					
Speed	69.58%	71.49%	70.91%	69.54%	67.76%
Non-Speed Moving	8.94%	9.50%	6.36%	8.79%	9.61%
Driving Documentation	17.85%	22.62%	18.18%	17.23%	20.63%
Equipment	7.91%	6.33%	12.73%	7.84%	8.19%
Other Violations	4.30%	4.30%	0.91%	4.34%	4.09%
District 5					
Speed	62.80%	55.05%	63.36%	65.61%	57.11%
Non-Speed Moving	20.55%	25.77%	19.77%	18.80%	24.11%
Driving Documentation	17.90%	23.38%	21.67%	15.86%	22.02%
Equipment	2.25%	2.72%	4.18%	1.83%	3.09%
Other Violations	3.50%	7.15%	2.28%	2.40%	5.72%
District 7					
Speed	52.74%	61.06%	55.94%	51.17%	57.95%
Non-Speed Moving	24.91%	17.55%	21.29%	26.36%	20.06%
Driving Documentation	20.72%	22.85%	18.81%	20.27%	22.19%
Equipment	6.25%	8.23%	11.88%	5.54%	8.61%
Other Violations	1.22%	1.46%	1.49%	1.13%	1.52%

Arrest Outcome

Arrests of drivers by MCSO deputies are analyzed in both the TSAR and TSMR. Table 17 below provides the number of arrests and the percentage of stops made for MCSO and districts. We differentiate between booked arrests and cite and release arrests. Booked arrests occur when the driver is placed into custody and jail or transferred to another jurisdiction for an outstanding warrant. Cited and released arrests occur when a driver has been cited for a criminal offense and is released with the understanding that they must attend court to address the violation. Cite and release arrests are most common for criminal speed, driving on suspended licenses, and DUI violations.¹⁸

Table 17: Arrests During Traffic Stops, By District

	Driver Booked	Driver Cited and Released
MCSO	125 (0.63%)	794 (4.01%)
District 1	21 (1.16%)	85 (4.70%)
District 2	28 (0.78%)	79 (2.20%)
District 3	20 (0.73%)	49 (1.80%)
District 4	13 (0.37%)	119 (3.41%)
District 5	27 (0.69%)	348 (8.88%)
District 7	16 (0.37%)	114 (2.67%)

¹⁸MCSO investigated arrest activity in TSQR 7. Results of that research are available at: https://www.mcsobio.org/files/ugd/c866a6_8bb2dabbd9fa4b0e8473184e32edf1f5.pdf

Search Outcome

Table 18 below provides percentages of traffic stops that involved searches in each district. Searches are relatively rare during traffic stops and most searches that occur are non-discretionary.¹⁹ MCSO conducted 98 discretionary searches in 2022. MCSO requires searches of persons anytime they are placed in a patrol car and requires an inventory search of vehicles prior to a vehicle tow. Except for District 1, discretionary searches occurred during less than one percent of all traffic stops.

Table 18: Searches, By District

	Driver Search	Vehicle Search	Search Driver or Vehicle	Non-Incidental Driver Search	Non-Incidental Vehicle Search	Non-Incidental Driver or Vehicle Search	Number non-Incidental Driver or Vehicle Searches
District 1	3.04%	3.49%	4.70%	0.17%	1.44%	1.55%	28
District 2	1.73%	2.32%	3.21%	0.22%	0.45%	0.61%	22
District 3	1.69%	1.21%	2.38%	0.48%	0.37%	0.62%	17
District 4	0.83%	1.49%	1.80%	0.11%	0.32%	0.37%	13
District 5	2.07%	1.30%	2.48%	0.13%	0.18%	0.28%	11
District 7	0.87%	1.22%	1.40%	0.09%	0.07%	0.16%	7

¹⁹MCSO investigated 2022 search activity in TSQR 10. For a detailed account of this activity the report is available at: https://www.mcsobio.org/files/ugd/b6f92b_8fd0a6175a6f4d6483a8d97fa75f4d42.pdf

Modeling Stop Length and Stop Outcomes for Districts

At the request of experts for the Department of Justice, MCSO modeled stop length and stop outcomes (citation/warning, arrests, and searches) using variables that are typically used as matching variables in the PSM analysis for the TSAR/TSMR. The experts with the Department of Justice also requested that we remove geography (X and Y coordinates) and race/ethnicity from the analysis and include variables for districts. The purpose of this analysis was to determine which districts, if any, have differential stop lengths with drivers or differential citation/warning, arrest, or search activity. We ran six different models for each benchmark, varying the different districts as the reference group.²⁰ This allowed us to identify which differences between districts were statistically significant when compared to one another.

²⁰Full regression results for all models are available in the appendices A-D of this report.

Stop Length

In the results presented below the length of stop is modeled using control variables of time-of-day (splined), driver sex, stop classification (civil v. criminal), license plate (in-state v. out-of-state), whether an arrest was made, whether a search was conducted and the deputy's category of assignment (patrol was used as the reference category for all models). For this model, we examined the fixed-effects for the districts to determine whether individual districts differed from one another on stop length. Note that extended stops are removed from this analysis.

Table 19 below provides a comparison of differences in stop lengths when varying districts as the reference group in the regression models. We begin by comparing district effects when District 1 was used as the reference group (Column 1, District 1 in Table 19). For context, the average stop length for a non-extended stop in District 1 was 13.63 minutes (without controls). Districts 2, 3, 5, and 7 had shorter average stop lengths when compared to District 1 and these differences were statistically significant ($p < 0.05$). In this case District 2 had stop lengths that were, on average, 1.068 minutes shorter than District 1. District 5 had stop lengths that were, on average, 1.551 minutes shorter than District 1. Finally, District 7 had stop lengths that were, on average, 1.913 minutes shorter than District 1. There were no statistically significant differences in stop length between District 1 and District 3 or between District 1 and District 4.

Table 19: Comparison of Stop Lengths for Districts

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	1.068*	0.520*	–0.120	1.551*	1.913*
District 2	–1.068*	–	–0.548*	–0.947*	0.483*	0.845*
District 3	–0.520*	0.548*	–	–0.400	1.031*	1.393*
District 4	0.120	0.947*	0.400	–	1.430*	1.792*
District 5	–1.551*	–0.483*	–1.031*	–1.430*	–	0.362
District 7	–1.913*	–0.845*	–1.393*	–1.792*	–0.362	–

* $p < 0.05$

In the second model we used District 2 as the reference category (Column 2, District 2 in Table 19). For comparison, the average stop length for all non-extended traffic stops in District 2 was 12.37 minutes (without controls). In comparing district fixed-effects in this model, we found that all districts had statistically significant differences in stop length when compared to District 2. District 1 stops averaged 1.068 minutes longer than District 2 traffic stops. District 3 had average stop lengths 0.548 minutes longer than District 2. District 4 had average stop lengths that were 0.947 minutes longer than District 2. In contrast, District 5 stop lengths were 0.483 minutes shorter than those of District 2. Finally, District 7 stop lengths were on average 0.845 minutes shorter than those of District 2.

In the third model we used District 3 as the reference category (Column 3, District 3 in Table 19). For comparison, the average stop length for all non-extended traffic stops in District 3 was 12.68 minutes (without controls). In comparing district fixed-effects in this model we found statistically significant differences in stop lengths for Districts 1, 2, 5, and 7. District 3 stop lengths were on average 0.520 minutes shorter than stops in District 1. District 2 stops were 0.548 minutes shorter than District 3 stops. District 5 stops were on average, 1.031 minutes shorter than those in District 3. Finally, stops in District 7 were on average 1.393 minutes shorter than District 3 stops. There were no statistically significant differences in stop lengths between District 3 and District 4.

In the fourth model, we used District 4 as the reference category (Column 4, District 4 in Table 19). For comparison, the average stop length for all non-extended traffic stops in District 4 was 12.06 minutes (without controls). When using District 4 as the reference category, we found statistically significant differences in stop length for District 2, District 5, and District 7. We did not identify statistically significant difference in stop lengths between District 1 and District 4. Based on these findings, District 2 had stop lengths that were, on average, 0.947 minutes shorter than stops in District 4. Stops made by District 5 deputies averaged 1.430 minutes shorter than those made in District 4. Finally, stop lengths for stops by District 7 deputies were nearly two minutes shorter (-1.792) when compared to District 4.

In the fifth model, we used District 5 as the reference category (Column 5, District 5 in Table 19). For comparison, the average stop length for all non-extended traffic stops in District 5 was 11.75 minutes (without controls). Districts 1, 2, 3, and 4 all had statistically significant differences in stop length when compared to District 5. In each of these cases average stop lengths were longer than those of District 5. District 1 stops averaged 1.551 minutes longer than District 5 stops. District 2 traffic stops averaged 0.483 minutes longer than District 5 stops. District 3 traffic stops averaged 1.031 minutes longer than District 5 stops. Finally, District 4 stops were 1.430 minutes longer, on average, than District 5 traffic stops. There was no statistically significant difference in the length of traffic stops between District 5 and District 7.

In the last model, we used District 7 as the reference category. (Column 6, District 7 in Table 19). For comparison, the average stop length for all non-extended traffic stops in District 7 was 10.55 minutes. We found statistically significant differences in stop length for Districts 1, 2, 3, and 4. There was no statistically significant difference in stop lengths between District 5 and District 7. Compared to District 7, District 1 stop lengths are nearly two minutes longer (1.913 minutes). District 2 stops average 0.845 minutes longer than those of District 7. District 3 traffic stops were 1.393 minutes longer, on average, than traffic stops in District 7. Finally, District 4 traffic stops were nearly two minutes longer, on average, than stops made by District 7 deputies.

On the whole, we found that District 1, District 3 and District 4 had longer stops, on average, when compared to other districts. District 2 stops were shorter when compared to Districts 1, 3 and 4, and were longer when compared to District 5 and District 7. Districts 5 and 7 consistently differed from Districts 1, 2, 3, and 4 and had shorter stop lengths. However, District 5 and District 7 did not differ from one another in a statistically significant way.

Citation Outcome

In this section we compare districts to one another on citation outcomes and examine the district fixed-effects to determine whether the districts differ regarding their citation activity. We report odds ratios and discuss comparisons between districts for each model. As above, we report the statistical comparisons derived from the logistic regression models and have supplied the full regression models in the appendix of this report. Table 20 reports results for citation outcomes using the logistic regression model that included offense types and speed as statistical controls while Table 21 supplies results modeling citations excluding offense categories and speed as control variables.

As a starting point for comparison, District 1 deputies had a raw citation rate of 43.55 percent for all drivers stopped in the district (without controls). Based on the odds ratios reported in Table 20, drivers stopped by District 1 deputies were about 16 percent more likely to receive a citation (versus a warning) than those stopped by District 5 deputies. This difference was statistically significant. Drivers stopped by District 1 deputies were approximately 51 percent more likely to receive a citation than those stopped by District 7 deputies. This difference was statistically significant. There were no statistically significant differences in citation outcomes between District 1 and Districts 2, 3, and 4.

Deputies in District 2 had the lowest citation rate of any district, citing about 39 percent of drivers without accounting for control variables used to generate the estimates in Tables 20 and 21. Based on this analysis, drivers stopped by District 2 deputies were about 20 percent more likely to receive a citation, than those stopped by District 5 deputies. This finding was statistically significant. Drivers stopped by District 2 deputies were nearly 60 percent more likely to be cited than those stopped by District 7 deputies. This difference was statistically significant. There was no statistically significant difference in citation activity between District 2 and Districts 1, 3 and 4.

Drivers stopped by District 3 deputies were cited 45.28 percent of the time (without controls). When modeling citation outcomes utilizing statistical controls, we found statistically significant differences in citation activity between District 3 and District 7. Drivers stopped by District 3 deputies were almost 45 percent more likely to receive a citation than those stopped by District 7 deputies. This difference was statistically significant.

Drivers stopped by District 4 deputies were cited at the highest rate (71.38%) compared to other districts. In comparing District 4 to District 5, we found that drivers stopped by District 4 deputies were 24 percent more likely to be cited than those drivers stopped by District 5 deputies, and drivers stopped by District 4 deputies were almost 62 percent more likely to receive a citation compared to drivers stopped by District 7 deputies. These differences were statistically significant.

District 5, the Lakes District, had the second highest citation rate (61.46%, without controls) compared to other districts. Based on the results of modeling the citation outcomes using statistical controls we found that the likelihood of receiving a citation was higher for drivers stopped by deputies from Districts 1, 2, and 4. These differences were statistically significant. Specifically,

drivers stopped by District 1 deputies were about 16 percent more likely to receive a citation than those stopped by District 5 deputies, drivers stopped by District 2 deputies were about 20 percent more likely to receive a citation than those stopped by District 5 deputies, and drivers stopped by District 4 deputies were about 24 percent more likely to receive a citation. Finally, drivers stopped by District 7 deputies were about 30 percent more likely to receive a citation than drivers stopped by District 5 deputies.

Across all comparisons, drivers stopped by District 7 had the lowest odds of being cited when compared to all other districts.

Table 20: Comparison of Odds Ratios for Citations, by Districts, with violations/speed as controls

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	0.964	1.048	0.936	1.160*	1.514*
District 2	1.037	–	1.087	0.971	1.204*	1.571*
District 3	0.954	0.920	–	0.893	1.107	1.445*
District 4	1.069	1.030	1.120	–	1.240*	1.618*
District 5	0.862*	0.831*	0.903	0.806*	–	1.305*
District 7	0.660*	0.637*	0.692*	0.618*	0.766*	–

* $p < 0.05$

In Table 21, we compare citation activity across districts using models that excluded the statistical controls of violation type (speed, non-speed moving, license/insurance/registration, and other violations) and speed. In comparing the results from the two modeling processes, we found that there were more statistically significant differences in citation activity between the districts across nearly all districts but that many of the odds ratios between districts change directions.

We found that drivers stopped by District 1 deputies had lower odds of being cited than drivers stopped by deputies from Districts 3, 4, and 5. These differences were statistically significant. Specifically, drivers stopped by District 3 deputies were about 14 percent more likely to receive a citation than those stopped by District 1 deputies; drivers stopped by District 4 deputies were about 16 percent more likely to receive a citation than those stopped by District 1 deputies; and drivers stopped by District 5 deputies were about 56 percent more likely to receive a citation than those stopped by District 1 deputies. Drivers in District 1 were almost 81 percent more likely to receive a citation than drivers stopped by District 7 deputies. This finding was statistically significant.

Similarly, drivers stopped by District 2 deputies were less likely to be cited than drivers stopped by Districts 3, 4, and 5 deputies. These differences were statistically significant. Specifically, drivers stopped by District 3 deputies were about 21 percent more likely to receive a citation than drivers stopped by District 2 deputies; drivers stopped by District 4 deputies were about 23 percent more likely to be cited than drivers stopped by District 2 deputies; and drivers stopped by District 5 deputies were almost 66 percent more likely to receive a citation than drivers stopped by District 2 deputies. Drivers in District 2 were more likely to be cited than drivers stopped by District 7

deputies. Specifically, drivers stopped by District 2 deputies were about 70 percent more likely to receive a citation than drivers stopped by District 7 deputies. This finding was statistically significant.

Drivers stopped by District 3 deputies were more likely to be cited than drivers stopped by deputies in Districts 1, 2 and 7 but were less likely to be cited by deputies from District 5. These differences were statistically significant. Specifically, drivers stopped by District 1 deputies were about 14 percent more likely to receive a citation than drivers stopped by District 3 deputies; drivers stopped by District 2 deputies were about 21 percent more likely to be cited than drivers stopped by District 3 deputies; and drivers stopped by District 7 deputies were about two times more likely to receive a citation than drivers stopped by District 3 deputies. In contrast, drivers stopped by District 5 deputies were nearly 37 percent more likely to be cited than drivers stopped by District 3 deputies.

Drivers stopped by District 4 deputies were more likely to receive a citation than drivers stopped by deputies from Districts 1, 2, and 7, but were less likely to receive a citation than drivers stopped by deputies from District 5. These differences were statistically significant. Specifically, drivers stopped by District 4 deputies were about 16 percent more likely to receive a citation than drivers stopped by District 1 deputies; drivers stopped by District 4 deputies were about 23 percent more likely to be cited than drivers stopped by District 2 deputies; and drivers stopped by District 4 deputies were nearly three times more likely to receive a citation than drivers stopped by District 7 deputies. In contrast, drivers stopped by District 5 deputies were about 34 percent more likely to be cited than drivers stopped by District 3 deputies.

Drivers stopped by District 5 deputies were more likely to be cited than drivers stopped by Deputies from all other districts. Finally, drivers stopped by District 7 deputies were less likely to be cited than drivers from all other districts.

Table 21: Comparison of Odds Ratios for Citations, by Districts, No violations/speed as controls

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	1.063	0.876*	0.861*	0.641*	1.809*
District 2	0.941	–	0.824*	0.810*	0.604*	1.702*
District 3	1.141*	1.213*	–	0.983	0.732*	2.064*
District 4	1.161*	1.234*	1.017	–	0.745*	2.100*
District 5	1.559*	1.657*	1.366*	1.343*	–	2.820*
District 7	0.553*	0.588*	0.484*	0.476*	0.355*	–

* $p < 0.05$

Arrest Outcome

Table 22 below reports results modeling arrest outcomes for districts. Note that arrests include both booked arrests and cite and release arrests during traffic stops and that the majority of arrests recorded in MCSO data are “Cite and Release” arrests which rarely involve taking the driver into custody (see Table 17). Based on these comparisons, we found differences in the odds of an arrest for all districts when comparing them to other districts.

Drivers stopped by District 1 deputies were more likely to be arrested than those stopped by deputies in Districts 2, 3, 4 and 7. Drivers stopped by District 2 deputies were less likely to be arrested than drivers stopped by deputies from Districts 1 and 5. District 3 arrest activity differed from Districts 1 and 5. In this case, drivers stopped by District 3 deputies were less likely to be arrested than drivers stopped by District 1 and District 5 deputies. District 4 arrest was statistically different than that of Districts 1 and 5. In this case, drivers stopped by District 4 deputies were less likely to be arrested. District 5 arrest activity was greater than all other districts, apart from District 1. Drivers stopped by District 5 deputies were 2–2.5 times more likely to be arrested than those drivers stopped by deputies from Districts 2, 3, 4, and 7. Finally, District 7 arrest activity differed from Districts 1 and 5. Specifically, drivers stopped by District 7 deputies were less likely to be arrested than those drivers stopped by District 1 and District 5 deputies.

Table 22: Comparison of Odds Ratios for Arrests, by Districts

	Reference Category					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	2.303*	1.980*	2.556*	0.859	1.966*
District 2	0.434*	–	0.860	1.110	0.373*	0.854
District 3	0.505*	1.163	–	1.291	0.434*	0.993
District 4	0.391*	0.901	0.775	–	0.336*	0.769
District 5	1.165	2.683*	2.306*	2.977*	–	2.290*
District 7	0.509*	1.171	1.007	1.300	0.437*	–

* $p < 0.05$

Search Outcome

Table 23 report results from the fixed-effects modeling of discretionary searches. Note that discretionary searches of drivers are rare (see Table 19 above). Drivers stopped by District 1 deputies were more likely to be searched than drivers stopped by deputies in all other districts. In comparing all districts to District 2, we found that drivers stopped by District 5 and District 7 deputies were less likely to be searched than those drivers stopped by District 2 deputies. Similarly, we found that drivers stopped by District 3 and District 4 deputies were more likely to be searched than those stopped by District 5 and District 7 deputies. Finally, in comparing District 5 and District 7 stops we found that drivers stopped by District 5 deputies were less likely to be searched when compared to stops conducted by District 7 deputies. Overall, stops conducted by District 1 deputies evidenced the highest odds of a discretionary search when compared to other districts and Districts 5 and 7 evidenced the lowest odds of a discretionary search when compared to other districts.

Table 23: Comparison of Odds Ratios for Searches, by Districts

	Reference Category					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	2.777*	2.315*	2.408*	9.582*	6.800*
District 2	0.360*	–	0.833	0.867	3.450*	2.449*
District 3	0.432*	1.200	–	1.040	4.140*	2.938*
District 4	0.415*	1.153	0.961	–	3.979*	2.824*
District 5	0.104*	0.290*	0.242*	0.251*	–	0.710
District 7	0.147*	0.408*	0.340*	0.354*	1.409	–

* $p < 0.05$

Propensity Score Matching Results, By District

In this section we report propensity score matching results for each district. The analysis provides district-level results for each of the “baseline” benchmarks used in the TSAR and an analysis of citations that does not include speed or violation types as matching variables.

Stop Length

The baseline measure for investigating stop length uses all stops that were not considered extended (no ETSI was selected by the deputy during these stops).²¹ Table 24, below provides results of the PSM analysis for stop length. In District 1, there were no statistically significant differences in stop length for Hispanic, Black, or Minority drivers as a group when compared to White drivers.

District 2 had no statistically significant differences in stop length for Hispanic, Black and Minority drivers when compared to their White counterparts. Findings were similar for District 3 which also had no statistically significant findings for differences in stop lengths.

In District 4, we found statistically significant differences in stop length between Hispanic and White drivers and Minority and White drivers. Stops of Hispanic drivers in District 4 were about 1 minute and 10 seconds longer than stops of White drivers. Stops of Minority drivers in District 4 were about 42 seconds longer than stops of White drivers.

In District 5, we found statistically significant differences in stop length between Hispanic and White drivers. In this case Hispanic drivers experienced traffic stops about 1 minute longer than White drivers. There was no statistically significant difference in stop length between Black and White drivers in District 5. However, there was a statistically significant difference between White and Minority drivers as a group. In this case, traffic stops of Minority drivers lasted about 45 seconds longer, on average, than their White counterparts.

Finally, in District 7 we found no statistically significant difference in stop length between White and Hispanic drivers but did identify statistically significant differences in stop lengths between Black and White drivers and Minority and White drivers. In this case, stops of Black drivers in District 7 lasted about 40 seconds longer than stops of White drivers and stops of Minority drivers were about 44 seconds longer than stops of White drivers.

²¹ MCSO investigated extended stops and long traffic stops in TSQR 3 and TSQR 4, respectively. These reports can be accessed at: <https://www.mcsobio.org/traffic-stop-data>

Table 24: PSM Results for Stop Length, by District

	Difference, in Minutes	t-statistic	Statistically Significant?
District 1			
Hispanic v. White	-0.258	-0.37	No
Black v. White	0.913	1.05	No
Minority v. White	0.109	0.20	No
District 2			
Hispanic v. White	-0.487	-1.02	No
Black v. White	0.387	0.61	No
Minority v. White	0.547	1.33	No
District 3			
Hispanic v. White	0.631	1.26	No
Black v. White	0.154	0.18	No
Minority v. White	0.418	0.64	No
District 4			
Hispanic v. White	1.173	3.33	Yes
Black v. White	-0.254	-0.32	No
Minority v. White	0.692	2.22	Yes
District 5			
Hispanic v. White	1.008	2.19	Yes
Black v. White	1.270	1.82	No
Minority v. White	0.749	2.11	Yes
District 7			
Hispanic v. White	0.414	1.94	No
Black v. White	0.665	1.98	Yes
Minority v. White	0.734	3.22	Yes

Citations

In this section we provide two different analyses of citations. In the first analysis (Table 25) we use propensity score matching results using propensity scores that included the violation type (speeding, equipment, non-speed moving, and other violations) and speed as matching variables. In the second analysis (Table 26), violation type and speed were not used as matching variables.

Table 25 provides results for differences in citation rates between Hispanic and White drivers, between Black and White drivers and between Minority and White drivers for each district. Based on these findings, we found one statistically significant result in District 1. In this instance, Minority drivers were cited about 5 percent more often than White drivers. In District 2, we found that Black drivers were cited less often than White drivers and that this difference of about 7 percent was statistically significant. We found no other statistically significant differences in citation/warning outcomes for any other districts or racial/ethnic groups.

Table 25: PSM Results for Citations, by District

	Difference, in Percent	t-statistic	Statistically Significant?
District 1			
Hispanic v. White	4.37	1.25	No
Black v. White	4.10	0.87	No
Minority v. White	5.28	2.23	Yes
District 2			
Hispanic v. White	1.13	0.52	No
Black v. White	-7.16	-2.12	Yes
Minority v. White	2.48	1.22	No
District 3			
Hispanic v. White	0.17	0.06	No
Black v. White	-1.12	-0.25	No
Minority v. White	-1.62	-0.67	No
District 4			
Hispanic v. White	1.80	0.69	No
Black v. White	-8.11	-1.18	No
Minority v. White	-3.27	-1.13	No
District 5			
Hispanic v. White	1.64	0.71	No
Black v. White	-3.02	-0.59	No
Minority v. White	2.08	0.96	No
District 7			
Hispanic v. White	-1.48	-0.50	No
Black v. White	-4.84	-0.94	No
Minority v. White	-1.03	-0.45	No

Table 26 below presents propensity score matching results for differences in citation rates between Hispanic and White drivers, Black and White drivers, and Minority and White drivers for each district. In this table, we utilized propensity scores that did not include offense categories or speed as matching variables. In District 1 there was no statistically significant difference in citation rates between Hispanic and White drivers or between Black and White drivers. However, there was a statistically significant difference between Minority drivers and White drivers with Minority drivers as a group cited 5.06 percent more often than White drivers.

There were no statistically significant differences in citation rates in Districts 2, 3, or 4. In District 5 we found a statistically significant difference in citation activity for Hispanic and White drivers. In District 5 Hispanic drivers were cited 5.6 percent more often than White drivers. Finally, in District 7, we found that Minority drivers were cited at a higher rate than White drivers and that this difference was statistically significant. In this case, Minority drivers were cited 4.68 percent more often than White drivers.

Table 26: PSM Results for Citations, by District (No offense categories or speed for matching)

	Difference, in Percent	t-statistic	Statistically Significant?
District 1			
Hispanic v. White	3.89	1.23	No
Black v. White	3.53	0.79	No
Minority v. White	5.06	1.96	Yes
District 2			
Hispanic v. White	1.76	0.82	No
Black v. White	-3.95	-1.05	No
Minority v. White	-0.10	-0.05	No
District 3			
Hispanic v. White	0.97	0.36	No
Black v. White	5.43	1.28	No
Minority v. White	2.50	1.03	No
District 4			
Hispanic v. White	2.25	0.87	No
Black v. White	-0.17	-0.03	No
Minority v. White	-1.77	-0.71	No
District 5			
Hispanic v. White	5.64	2.49	Yes
Black v. White	1.50	0.33	No
Minority v. White	1.42	0.70	No
District 7			
Hispanic v. White	4.11	1.55	No
Black v. White	-1.72	-0.35	No
Minority v. White	4.68	2.16	Yes

Searches

In Table 27 below, we provide analyses of non-incident (discretionary) searches. Based on these findings, there were no statistically significant differences in search rates between Hispanic and White drivers, between Black and White drivers or between Minority and White drivers in Districts 1, 3, 5 and 7. In District 2 we found a statistically significant difference between Black and White drivers with White drivers searched 0.63 percent more often than Black drivers. There were no statistically significant difference in search rates for Hispanic and White drivers and Minority and White drivers in District 2.

In District 4, there was a statistically significant difference in search rates between White and Black drivers with White drivers searched 0.30 percent more often than Black drivers.

Table 27: PSM Results for Searches, by District

	Difference, in Percent	t-statistic	Statistically Significant?
District 1			
Hispanic v. White	2.47	1.93	No
Black v. White	0.24	0.21	No
Minority v. White	1.27	1.15	No
District 2			
Hispanic v. White	0.39	0.91	No
Black v. White	-0.63	-2.79	Yes
Minority v. White	-0.11	-0.29	No
District 3			
Hispanic v. White	0.29	0.60	No
Black v. White	0.31	0.50	No
Minority v. White	0.00	0.00	No
District 4			
Hispanic v. White	0.00	0.00	No
Black v. White	-0.30	-2.92	Yes
Minority v. White	0.45	0.99	No
District 5			
Hispanic v. White	0.31	1.05	No
Black v. White	0.66	1.42	No
Minority v. White	0.38	1.85	No
District 7			
Hispanic v. White	0.86	1.54	No
Black v. White	0.06	0.53	No
Minority v. White	0.60	1.72	No

Arrests

Table 28 below provides propensity score matching results for arrests in each district. We found a statistically significant difference in arrest rates between Hispanic and White drivers in District 1. In this case, Hispanic drivers were arrested about 4 percent more often than White drivers. There were no other statistically significant findings for any other comparisons in any district.

Table 28: PSM Results for Arrests, by District

	Difference, in Percent	t-statistic	Statistically Significant?
District 1			
Hispanic v. White	3.95	2.18	Yes
Black v. White	-1.14	-0.79	No
Minority v. White	2.46	1.95	No
District 2			
Hispanic v. White	0.66	0.87	No
Black v. White	-1.64	-1.60	No
Minority v. White	0.42	0.58	No
District 3			
Hispanic v. White	0.29	0.36	No
Black v. White	1.27	1.01	No
Minority v. White	1.14	1.72	No
District 4			
Hispanic v. White	1.58	1.41	No
Black v. White	3.67	1.07	No
Minority v. White	0.58	0.63	No
District 5			
Hispanic v. White	0.06	0.04	No
Black v. White	3.14	1.46	No
Minority v. White	-0.15	-0.13	No
District 7			
Hispanic v. White	0.46	0.55	No
Black v. White	-0.63	-0.45	No
Minority v. White	1.76	1.94	No

District-Level Differences in Disparity

In this section we report the results analyzing differences in the level of disparity among districts. We used propensity scores generated from covariates used in the TSAR but excluded variables for geography. Propensity scores were included in the modeling process to approximate the matching processes used in the TSAR. We provide pairwise estimates from full models for the difference in disparity for stop length (measured in minutes) and differences in odds ratios for citations/warnings, and arrests. Full models are provided in the appendix of the report. We present six different models for each benchmark, varying which district was the reference group to identify which districts display the most pronounced disparity when compared to one another. While the differences in disparity identified in this section are discussed here, they do not necessarily mean that these districts had statistically significant differences within themselves for each benchmark referenced in this section. Estimates for differences in searches could not be provided because models would not converge due to the low number of discretionary searches conducted by MCSO deputies within each district.

Hispanic v. White Drivers, Stop Length

In Table 29 below, we present the differences in disparities between White and Hispanic drivers among districts for the stop length benchmark. The post-hoc test where the interaction term between the driver race/ethnicity and district indicators was jointly zero was not statistically significant ($F = 0.68; p = 0.640$) indicating that there was insufficient evidence to reject the null hypothesis of no difference in collective disparity in stop length for the districts. There were no statistically significant differences in stop length disparity for any district when changing the reference group.

Table 29: Comparison of Stop Length Hispanic/White Disparity Between Districts (PSW Regression, in Minutes)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	0.31	–0.30	–0.33	–0.63	–0.95
District 2	–0.31	–	–0.60	–0.64	–0.93	–1.26
District 3	0.30	0.60	–	–0.03	–0.33	–0.66
District 4	0.33	0.64	0.03	–	–0.30	–0.62
District 5	0.63	0.93	0.33	0.30	–	–0.33
District 7	0.95	1.26	0.66	0.62	0.33	–
Test for significant differences	Not significant	Not significant	Not significant	Not significant	Not significant	Not significant

Black v. White Drivers, Stop Length

In Table 30 below we report the results of the analysis comparing district-level disparity in stop length for Black and White drivers. The post-hoc test for no differences was statistically significant ($F = 2.22$; $p = 0.049$) suggesting that there is a difference in stop length disparity for Black and White drivers among the districts. We identified statistically significant differences in stop length disparity between District 4 and Districts 5 and 7. In this case, Districts 5 and 7 both had higher levels of disparity in stop length than District 4.

Table 30: Comparison of Stop Length Black/White Disparity Between Districts (PSW Regression, in Minutes)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	0.36	–1.85	2.67	–0.63	1.45
District 2	–0.36	–	–2.21	2.31	–0.99	1.09
District 3	1.85	2.21	–	4.51	1.22	3.29
District 4	–2.67	–2.31	–4.51	–	–3.29*	–1.22*
District 5	0.63	0.99	–1.22	3.29*	–	2.07
District 7	–1.45	–1.09	–3.29	1.22*	–2.07	–
Test for significant differences	Significant	Significant	Significant	Significant	Significant	Significant

* $p < 0.05$

Minority v. White Drivers, Stop Length

In Table 31 below, we report the results comparing district-level disparity in stop length for Minority and White drivers. The post hoc test for no differences in disparity levels among all districts was not statistically significant ($F = 0.92$; $p = 0.469$) indicating that there was insufficient evidence to reject the null hypothesis of no difference in stop length disparity among districts. We identified no statistically significant differences in disparity between districts when changing the district reference group.

Table 31: Comparison of Stop Length Minority/White Disparity Between Districts (PSW Regression, in Minutes)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	0.35	–0.42	0.21	–0.59	–0.55
District 2	–0.35	–	–0.78	–0.14	–0.94	–0.90
District 3	0.42	0.78	–	0.64	–0.16	–0.12
District 4	–0.21	0.14	–0.64	–	–0.80	–0.76
District 5	0.59	0.94	0.16	0.80	–	0.04
District 7	0.55	0.90	0.12	0.76	–0.04	–
Test for significant differences	Not significant	Not significant	Not significant	Not significant	Not significant	Not significant

Hispanic v. White Drivers, Citations

In Table 32 below we present results for differences between districts for disparity in citation activity. In this analysis we included speed and offense categories in generating propensity scores used for matching stops. Results of this analysis were similar to the analysis presented above. The post hoc test of no differences was statistically significant ($\chi^2 = 14.89$; $p = 0.011$) suggesting the districts likely differ from one another in the level of disparity in citation rates between Hispanic and White drivers. We identified that disparity in citation activity for Hispanic and White drivers was higher in District 7, when compared to Districts 1, 2 and 5 and that these differences were statistically significant. We also identified that disparity in citation activity for Hispanic and White drivers was higher in District 4 when compared to District 2 and District 5 and that these differences were statistically significant.

Table 32: Comparison of Hispanic/White Citation Disparity Between Districts (PSW, Odds ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	1.07	0.93	0.75	1.00	0.72*
District 2	0.93	–	0.87	0.70*	0.94	0.67*
District 3	1.07	1.15	–	0.80	1.08	0.77
District 4	1.34	1.43*	1.25	–	1.34*	0.96
District 5	1.00	1.07	0.93	0.74*	–	0.72*
District 7	1.39*	1.50*	1.30	1.04	1.40*	–
Test for significant differences	Significant	Significant	Significant	Significant	Significant	Significant

* $p < 0.05$

In Table 33 below, we present results for differences between districts for disparity in citation activity. In this analysis we excluded speed and offense categories in generating propensity scores used for matching stops. The post hoc test of no differences was statistically significant ($\chi^2 = 12.55$; $p = 0.028$) suggesting the districts differ from one another in the level of disparity in citation rates between Hispanic and White drivers. We identified that disparity in citation activity for Hispanic and White drivers was higher in District 7, when compared to Districts 1, 2 and 5 and that these differences were statistically significant. We also identified that disparity in citation activity for Hispanic and White drivers was higher in District 4 when compared to District 2 and District 5. These differences were statistically significant.

Table 33: Comparison of Hispanic/White Citation Disparity Between Districts, No speed or offense categories (PSW Regression; Odds Ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	1.04	0.93	0.78	1.05	0.74*
District 2	0.96	–	0.89	0.74*	1.00	0.71*
District 3	1.08	1.13	–	0.84	1.13	0.80
District 4	1.29	1.34*	1.20	–	1.35*	0.95
District 5	0.95	1.00	0.89	0.74*	–	0.71*
District 7	1.35*	1.41*	1.25	1.05	1.41*	–
Test for significant differences	Significant	Significant	Significant	Significant	Significant	Significant

* $p < 0.05$

Black v. White Drivers, Citations

In Table 34 below, we report results of the analysis comparing district-level disparity in citation activity for Black and White drivers. In this analysis speed and offense categories were included as variables used for generating propensity scores. The post hoc test for no differences in disparity levels among all districts was not statistically significant ($\chi^2 = 1.99$; $p = 0.851$) indicating that there was insufficient evidence to reject the null hypothesis of no difference in citation disparity among districts. We identified no statistically significant differences in disparity between districts when changing the district reference group.

Table 34: Comparison of Black/White Citation Disparity Between Districts (PSW Logistic Regression, Odds ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	1.07	1.16	1.42	1.07	1.10
District 2	0.94	–	1.08	1.33	1.01	1.03
District 3	0.87	0.92	–	1.23	0.93	0.95
District 4	0.70	0.75	0.81	–	0.75	0.77
District 5	0.93	0.99	1.08	1.33	–	1.02
District 7	0.91	0.97	1.06	1.30	0.98	–
Test for significant differences	Not significant	Not significant	Not significant	Not significant	Not significant	Not significant

In Table 35 below, we report results of the analysis comparing district-level disparity in citation activity for Black and White drivers. In this analysis speed and offense categories were excluded as variables used for generating propensity scores. The post hoc test for no differences in disparity levels among all districts was not statistically significant ($\chi^2 = 1.92$; $p = 0.861$) indicating that there was insufficient evidence to reject the null hypothesis of no difference in citation disparity among districts. We identified no statistically significant differences in disparity between districts when changing the district reference group.

Table 35: Comparison of Black/White Citation Disparity Between Districts, No speed or offense categories (PSW Logistic Regression; Odds Ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	1.06	1.15	1.40	1.06	1.06
District 2	0.95	–	1.09	1.33	1.00	1.00
District 3	0.87	0.92	–	1.22	0.92	0.92
District 4	0.71	0.75	0.82	–	0.76	0.75
District 5	0.94	1.00	1.08	1.32	–	1.00
District 7	0.95	1.00	1.09	1.33	1.00	–
Test for significant differences	Not significant	Not significant	Not significant	Not significant	Not significant	Not significant

Minority v. White Drivers, Citations

In Table 36 below, we present results for differences between districts for disparity in citation activity for Minority and White drivers. In this analysis we included speed and offense categories in generating propensity scores used for matching stops. The post hoc test of no differences was not statistically significant ($\chi^2 = 11.03$; $p = 0.051$) indicating that there was insufficient evidence to reject the null hypothesis of no difference in citation disparity among districts. However, we did identify statistically significant differences in disparity between districts when changing the district reference group in the models. In this case we found significant difference in citation disparity between District 7 and Districts 1, 2, 3, and 5. In these cases, District 7 had higher levels of disparity when compared to District 1, 2, 3, and 5.

Table 36: Comparison of Minority/White Citation Disparity Between Districts (PSW Regression; Odds Ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	1.06	0.99	0.94	1.05	0.78*
District 2	0.94	–	0.93	0.88	0.99	0.74*
District 3	1.01	1.08	–	0.95	1.06	0.79*
District 4	1.07	1.13	1.05	–	1.12	0.84
District 5	0.96	1.02	0.94	0.89	–	0.75*
District 7	1.28*	1.36*	1.26	1.20	1.34*	–
Test for significant differences	Not significant	Not significant	Not significant	Not significant	Not significant	Not significant

* $p < 0.05$

In Table 37 below, we present results for differences between districts for disparity in citation activity for Minority and White drivers. In this analysis we excluded speed and offense categories in generating propensity scores used for matching stops. The post hoc test of no differences was not statistically significant ($\chi^2 = 10.41$; $p = 0.065$) indicating that there was insufficient evidence to reject the null hypothesis of no difference in citation disparity among districts. However, we did identify statistically significant differences in disparity between districts when changing the district reference group in the models. In this case we found significant difference in citation disparity between District 7 and Districts 2, 3, and 5. In these cases, District 7 had higher levels of disparity when compared to District 2, 3, and 5.

Table 36: Comparison of Minority/White Citation Disparity Between Districts, No speed or offense categories (PSW, Odds ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	1.05	0.99	0.96	1.07	0.79
District 2	0.96	–	0.94	0.92	1.03	0.76*
District 3	1.01	1.06	–	0.97	1.09	0.80*
District 4	1.04	1.09	1.03	–	1.12	0.83
District 5	0.93	0.97	0.92	0.89	–	0.74*
District 7	1.25	1.31*	1.24*	1.21	1.35*	–
Test for significant differences	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant

* $p < 0.05$

Hispanic v. White Drivers, Arrests

In Table 38 below, we report results of the analysis comparing disparity levels for arrests for Hispanic and White drivers for districts. The post hoc test for no differences between disparity levels among all districts was not statistically significant ($\chi^2 = 9.00$; $p = 0.11$) indicating that there was insufficient evidence to reject the null hypothesis of no difference in disparity in arrests for the districts. However, we did identify one statistically significant difference in arrest disparity when comparing District 5 and District 1. In this case, we found that District 5 had lower disparity in arrest activity between Hispanic and White drivers than District 1.

Table 38: Comparison of Arrest Disparity Between Districts (PSW, Odds ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	1.59	1.38	1.38	2.07*	1.42
District 2	0.63	–	0.87	0.86	1.30	0.89
District 3	0.73	1.15	–	1.00	1.50	1.03
District 4	0.73	1.16	1.00	–	1.50	1.03
District 5	0.48*	0.77	0.67	0.66	–	0.69
District 7	0.70	1.12	0.97	0.97	1.46	–
Test for significant differences	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant

* $p < 0.05$

Black v. White Drivers, Arrests

In Table 39 below, we report the results of the analysis comparing district-level disparity in arrest activity for Black and White drivers. The post hoc test for no differences in disparity levels among all districts was not statistically significant ($\chi^2 = 4.57$; $p = 0.471$) indicating that there was insufficient evidence to reject the null hypothesis of no difference in arrest disparity among districts. We identified no statistically significant differences in disparity between districts when changing the district reference group.

Table 39: Comparison of Arrest Disparity Between Districts (PSW, Odds ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	0.84	0.40	1.13	0.66	0.56
District 2	1.20	–	0.47	1.35	0.79	0.67
District 3	2.53	2.11	–	2.85	1.66	1.42
District 4	0.89	0.74	0.35	–	0.58	0.50
District 5	1.52	1.27	0.60	1.72	–	0.85
District 7	1.78	1.49	0.71	2.01	1.17	–
Test for significant differences	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant

Minority v. White Drivers, Arrests

In Table 40 below, we report results of the analysis investigating differences among districts for disparity in arrests for Minority and White drivers. The post hoc test of no differences was not statistically significant ($\chi^2 = 5,21$; $p = 0.391$) indicating that there was insufficient evidence to reject the null hypothesis of no difference in arrest disparity among districts. We identified no statistically significant differences in disparity between districts when changing the district reference group.

Table 40: Comparison of Arrest Disparity Between Districts (PSW, Odds ratios)

	Reference Group					
	District 1	District 2	District 3	District 4	District 5	District 7
District 1	–	1.28	0.97	1.29	1.47	1.02
District 2	0.78	–	0.76	1.00	1.15	0.79
District 3	1.03	1.32	–	1.32	1.52	1.05
District 4	0.78	1.00	0.76	–	1.15	0.79
District 5	0.68	0.87	0.66	0.87	–	0.69
District 7	0.98	1.26	0.95	1.26	1.45	–
Test for significant differences	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant

Analysis of Seizures Following Searches

In this section, we evaluate seizures following searches for each district. Table 41 provides a tabulation of searches and seizures by race/ethnicity for District 1. District 1 had the largest number of non-incident searches compared to other districts and had the highest seizure rate relative to all other districts. In District 1, there was no statistically significant difference in the distributions of searches with and without seizures across driver race/ethnicity.

Table 41: District 1; Seizures During Non-Incidental Searches by the Race/Ethnicity of the Driver

Race/Ethnicity of Driver	Number of Searches	Percent of Searches without seizures	Percent of Searches with Seizures
Asian	0	N/A	N/A
Black	4	50.0	50.0
Hispanic	15	46.7	53.3
Native American	0	N/A	N/A
White	9	66.7	33.3
Overall	28	53.6	46.4

$\chi^2 = 0.929$; $p = 0.629$; Fischer's Exact $p = 0.769$

Table 42 below provides a tabulation of searches and seizures by race/ethnicity in District 2. District 2 had the second most non-incident searches compared to other districts and the lowest seizure rate of any district. In District 2, there was no statistically significant difference in the distributions of searches with and without seizures across driver race/ethnicity.

Table 42: District 2; Seizures During Non-Incidental Searches by the Race/Ethnicity of the Driver

Race/Ethnicity of Driver	Number of Searches	Percent of Searches without seizures	Percent of Searches with Seizures
Asian	1	100.0	0.0
Black	0	N/A	N/A
Hispanic	13	92.3	7.7
Native American	0	N/A	N/A
White	8	75.0	25.0
Overall	22	86.4	13.6

$\chi^2 = 1.425$; $p = 0.490$; Fischer's Exact $p = 0.595$

Table 43 below provides a tabulation of searches and seizures by race/ethnicity in District 3. In District 3, there was no statistically significant difference in the distributions of searches with and without seizures across driver race/ethnicity.

Table 43: District 3; Seizures During Non-Incidental Searches by the Race/Ethnicity of the Driver

Race/Ethnicity of Driver	Number of Searches	Percent of Searches without seizures	Percent of Searches with Seizures
Asian	0	N/A	N/A
Black	1	100.0	0.0
Hispanic	7	85.7	14.3
Native American	0	N/A	N/A
White	9	77.8	22.2
Overall	17	82.3	17.7

$\chi^2 = 0.398$; $p = 0.819$; Fischer's Exact $p = 1.000$

Table 44 below provides a tabulation of searches and seizures by race/ethnicity in District 4. In District 4, there was no statistically significant difference in the distributions of searches with and without seizures across driver race/ethnicity.

Table 44: District 4; Seizures During Non-Incidental Searches by the Race/Ethnicity of the Driver

Race/Ethnicity of Driver	Number of Searches	Percent of Searches without seizures	Percent of Searches with Seizures
Asian	0	N/A	N/A
Black	0	N/A	N/A
Hispanic	3	33.3	66.7
Native American	0	N/A	N/A
White	10	60.0	40.0
Overall	13	53.9	46.2

$\chi^2 = 0.660$; $p = 0.416$; Fischer's Exact $p = 0.559$

Table 45 below provides a tabulation of searches and seizures by race/ethnicity in District 5. In District 5, there was no statistically significant difference in the distributions of searches with and without seizures across driver race/ethnicity.

Table 45: District 5; Seizures During Non-Incidental Searches by the Race/Ethnicity of the Driver

Race/Ethnicity of Driver	Number of Searches	Percent of Searches without seizures	Percent of Searches with Seizures
Asian	0	N/A	N/A
Black	2	50.0	50.0
Hispanic	5	80.0	20.0
Native American	0	0	0
White	4	50.0	50.0
Overall	11	63.6	36.4

$\chi^2 = 1.061$; $p = 0.588$; Fischer's Exact $p = 0.758$

Table 46 below provides a tabulation of searches and seizures by race/ethnicity in District 7. District 7 had the fewest number of searches compared to all other districts. In District 7, there was no statistically significant difference in the distributions of searches with and without seizures across driver race/ethnicity.

Table 46: District 7; Seizures During Non-Incidental Searches by the Race/Ethnicity of the Driver

Race/Ethnicity of Driver	Number of Searches	Percent of Searches without seizures	Percent of Searches with Seizures
Asian	0	N/A	N/A
Black	1	100.0	0.0
Hispanic	6	83.3	16.7
Native American	0	N/A	N/A
White	0	N/A	N/A
Overall	7	85.7	14.3

$\chi^2 = 0.194$; $p = 0.659$; Fischer's Exact $p = 1.000$

Summary of Findings

In this section we provide a summary of findings for each district. We begin with a brief discussion of the descriptive and summary statistics presented in the findings section of this report. Next, we provide a discussion of any statistically significant findings identifying district-level fixed effects on differences in stop lengths and the outcomes of citations/warnings, arrests, and searches. Following this, we discuss findings from the Propensity Score Matching analyses which identified whether racial/ethnic disparities existed within the district for stop length and the stop outcomes of citation/warning, arrests, and searches. Next, we report district-specific findings for the differences in disparity for stop length and the outcomes of citations and arrests. We conclude with findings from the analysis of seizures following non-incident searches.

District 1

Deputies assigned to District 1 made a total of 1,807 traffic stops in 2022, the fewest of any MCSO district. The majority (61%) of deputies who made traffic stops in District 1 made fewer than 20 stops. Like other districts, traffic stops in District 1 occurred most often during the morning and afternoon commuting hours. District 1 deputies made 59 traffic stops while working on DUI Taskforce special assignments (3.27% of all District 1 traffic stops).

The racial/ethnic composition of drivers stopped by District 1 deputies was as follows: 11.68 percent Black, 26.45 percent Hispanic, and 56.50 percent White. 43.50 percent of drivers stopped by District 1 deputies were non-White minority drivers.

District 1 had the longest average length of stop of any District with an average stop length of 20.5 minutes. Stops of Hispanic drivers in District 1 averaged about 10 minutes longer than stops of White drivers. When excluding stops that were considered extended, average stop length for White and Hispanic drivers were similar in District 1.

The most common reason for extended stops in District 1 was driving documentation issues with about one-quarter of stops delayed for this reason. Thirty-two percent of stops of Hispanic drivers were delayed for this reason while almost 23 percent of stops of White drivers were delayed because of driving documentation issues.

District 1 deputies issued a citation during 43.55 percent of stops. Hispanic drivers were cited 50.24 percent of the time. Black drivers were cited during 46.33 percent of stops and White drivers were cited during 52.93 percent of stops.

The most common violation that was cited or warned in District 1 was for driving documentation issues (32.26% of stops). District 1 differs from all other districts in this regard. District 1 had a higher rate of booked arrests (1.16%) than any other district and a higher rate of discretionary searches (1.55%) than any other district.

Results modeling stop length and stop outcomes (citation/warning, arrests, and searches) found District 1 differed from other districts in several ways. Stop lengths for District 1 traffic stops were longer than stops made by deputies from District 2, District 3, District 5, and District 7. These differences were statistically significant. Citation activity was modeled in two ways in this research. The first utilized control variables of violation type and speed over the speed limit. When modeled in this way, we found that drivers stopped by District 1 deputies were more likely to receive a citation than drivers stopped by deputies from District 5 and District 7. In contrast, when violation type and speed were removed as statistical controls, we found that drivers stopped by District 1 deputies were less likely to receive a citation than drivers stopped by deputies from District 3, 4, or 5. Drivers stopped by District 1 deputies were more likely to receive a citation than were drivers stopped by District 5 deputies.

In modeling arrest outcomes, we found that drivers stopped by District 1 deputies were more likely to be arrested than drivers stopped by deputies from Districts 2, 3, 4, and 7. Finally, in comparing District 1 searches to other districts, we found that drivers stopped by District 1 deputies were more likely to experience a discretionary search during the stop than drivers stopped by deputies from any other district. These differences were statistically significant.

Propensity score matching results identified three statistically significant disparities in District 1. Based on these results, District 1 deputies cited Minority drivers at a higher rate than White drivers. This result was consistent when using violation types and speed as matching variables and when excluding violation type and speed from the PSM modeling procedure. In this case, minority drivers were cited about 5 percent more often than White drivers. Finally, we identified that Hispanic drivers in District 1 were more likely to be arrested than their White counterparts. In this case, the arrest rate for Hispanic drivers was nearly 4 percent greater than that of White drivers.

In comparing District 1 disparities to other district disparities, we found that District 1 has significantly lower levels of disparity in citation activity for Hispanic drivers when compared to District 7. When comparing Hispanic arrest disparities, we found that District 1 had a higher level of disparity when compared to District 5. District 1 had no other statistically significant differences in disparity levels when compared to other districts for all other benchmarks.

District 2

Deputies assigned to District 2 made a total of 3,583 traffic stops in 2022. This was slightly above the MCSO district average of 3,300 stops. The majority (52%) of deputies making traffic stops in District 2 made fewer than 20 stops in 2022. District 2 had two deputies who made between 200 and 500 traffic stops and one deputy who made over 500 traffic stops. Of all districts, District 2 had the highest number of traffic stops made by supervisors. 186 traffic stops were made by supervisors in District 2 and accounted for about 5 percent of District 2 traffic stops. District 2 deputies made 287 traffic stops while working on DUI Taskforce special assignments (8.01% of all District 2 stops).

The racial/ethnic composition of drivers stopped by District 2 deputies was as follows: 10.75 percent Black, 47.28 percent Hispanic, and 37.79 percent White. 62.21 percent of drivers stopped by District 2 deputies were non-White minorities. District 2 had the highest proportion of Hispanic drivers stopped compared to all other districts and the highest proportion of non-White minority drivers when compared to other districts.

District 2 had an average stop length of almost 18 minutes for all drivers. Excluding extended stops, District 2 traffic stops averaged 12.37 minutes. The most common extended stop reason in District 2 was driving documentation issue with nearly 14 percent of stops being delayed for this reason. District 2 had more training stops than any other district. Training stops were identified for 10.47 percent of all traffic stops in District 2.

District 2 had the lowest citation rate (38.79%) of any district and drivers were issued warnings during 60.59 percent of stops. District 2 had similar citation rates across racial/ethnic groups. The most common type of violation that was cited or warned in District 2 was speeding. During 41.59 percent of stops in District 2, this offense was identified. District 2 had the highest rate of non-speed moving violations (27.04%) when compared to other districts.

District 2 deputies booked 28 drivers during 2022. This accounted for less than one percent of all stops. During 2.20 percent of traffic stops, District 2 deputies made cite and release arrests. District 2 deputies made discretionary searches of persons or vehicles during 0.61 percent of traffic stops.

Results modeling stop length and stop outcomes found District 2 differed from other districts in several ways. Stop lengths for District 2 deputies were shorter than those of District 3 and District 4. District 2 stop lengths were longer than stops made by deputies in Districts 5 and District 7. These differences were statistically significant. In comparing district citation activity, we found that when controlling for violation type and speed, drivers stopped by District 2 deputies were more likely to receive a citation than drivers stopped by deputies from District 5 and District 7. These differences were statistically significant.

Results from modeling citation activity when excluding offense categories and speed as control variables differed. In this case, models indicated that drivers stopped by District 2 deputies were less likely to receive a citation than drivers stopped by deputies from Districts 2, 4, and 5. Drivers stopped by District 2 deputies were more likely to receive a citation than drivers stopped by District 7 deputies. These differences were statistically significant.

In comparing arrests across districts, modeling identified two statistically significant differences between District 2 and other districts. Drivers stopped by District 2 deputies were less likely to be arrested than drivers stopped by District 1 deputies and District 5 deputies. There were no other statistically significant differences in arrest activity between District 2 and other districts.

Finally, in comparing search activity between districts, we identified three statistically significant differences between District 2 and other Districts. Drivers stopped by District 2 deputies were less likely to experience an arrest than drivers stopped by District 1 deputies. However, drivers stopped by District 2 deputies were more likely to experience an arrest during the stop than drivers stopped

by deputies from District 5 and District 7. Note that this includes both booked arrests and cite and release arrests.

Results of the propensity score matching modeling procedure identified two statistically significant findings for District 2. In comparing citation outcomes (with offense and speed as matching variables), we found that White drivers were cited at a higher rate than Black drivers in District 2. When modeling citation outcomes without offense and speed, there were no statistically significant differences for Hispanic, Black, or Minority drivers in District 2.

Results of the propensity score matching modeling process identified disparity in searches between White and Black drivers in District 2. In this case, White drivers were searched at a higher rate than were Black drivers stopped by District 2 deputies. This difference was statistically significant. Finally, PSM modeling did not identify any statistically significant differences in arrests for Hispanic, Black, or Minority drivers in District 2.

Analysis of district differences in levels of disparity found that District 2 disparity in citation activity between Hispanic and White drivers was significantly lower than disparity observed in Districts 4 and 7. We also found that disparity in citation activity between Minority and White drivers was significantly lower in District 2 when compared to District 7. We found no other significant differences in disparity between District 2 and other districts for any other benchmark or racial/ethnic group. There was no significant difference in the distribution of searches with and without seizures across driver race/ethnicity.

District 3

Deputies from District 3 made a total of 2,727 traffic stops in 2022. This was the second fewest number of stops of any district. Most deputies (54%) who made traffic stops in District 3 made 20 or more stops in 2022. District 3 deputies made 79 (2.9% of District 3 stops) stops while working on the DUI Taskforce special assignments. District 3 had the lowest number of criminal traffic violations when compared to other districts (34 stops or 1.25% of District 3 stops).

The racial/ethnic composition of drivers stopped by District 3 deputies was as follows: 9.46 percent Black, 25.93 percent Hispanic, 61.64 percent White. 38.54 percent of drivers stopped by District 3 deputies were non-White Minority.

District 3 had an average stop length of 17.74 minutes for all stops. Excluding extended stops District 3 stops averaged 12.68 minutes. The most common extended stop reason in District 3 was driving documentation issue and just over 17 percent of stops were delayed for this reason. Minority drivers stopped by District 3 deputies had a driving documentation issue during 23 percent of stops.

District 3 deputies cited drivers during 45.25 percent of traffic stops which was similar to citation rates in Districts 1 and 7. Hispanic drivers stopped by District 3 deputies were cited at a slightly higher rate (47.38%) than both Black (44.57%) and White (44.75%) drivers. The most common

offense that was cited or warned by District three deputies was speed. Over 57 percent of stops included a citation or warning for this type of offense.

District 3 deputies made a total of 69 arrests during traffic stops in 2022. Of these, 20 arrests were booked arrests, and the remaining 49 arrests were cite and release arrests. Deputies from District 3 made discretionary searches of drivers or vehicles during 0.62 percent of traffic stops.

Results modeling stop length and stop outcomes found District 3 differed from other districts in several ways. Stops made by District 3 deputies were longer, on average, from stops made by deputies from District 2, District 5, and District 7. These differences were statistically significant and ranged from about 30 seconds to 1 minute and 20 seconds.

In comparing district citation activity, we identified statistically significant differences in citation activity between District 3 and District 7. Drivers stopped by deputies from District 3 were more likely to receive a citation than drivers stopped by District 7 deputies. When offense categories and speed were excluded from the model, we identified statistically significant differences in citation activity between District 3 and Districts 1, 2, 5, and 7. Using this model, drivers stopped by District 3 deputies were more likely to receive a citation than drivers stopped by deputies from Districts 1, 2 and 7. However, drivers stopped by District 3 deputies were less likely to receive a citation than drivers stopped by District 5 deputies.

Comparing arrests across districts, modeling identified two statistically significant differences between District 3 and other districts. Drivers stopped by District 3 deputies were less likely to be arrested than drivers stopped by deputies from District 1 or District 5. Finally, in comparing search activity across districts, modeling identified that drivers stopped by District 3 deputies were less likely to be searched than those stopped by District 1 deputies. However, in comparing District 3 stops to District 5 and District 7 stops we identified that drivers stopped by District 3 deputies were more likely to be searched than drivers stopped by deputies from District 5 or District 7.

Results of the propensity score matching procedure identified no statistically significant disparity for any group (Hispanic, Black, or Minority) or benchmark (stop length, citation/warning, searches, and arrests) for District 3.

Analysis of district differences in disparity found that District 3 disparity in citation outcomes for Minority drivers was significantly lower than that of District 7. There were no other significant differences in disparity for District 3 when compared to other districts for any benchmark or racial/ethnic group. There was no significant difference in the distribution of searches with and without seizures across driver race/ethnicity.

District 4

Deputies from District 4 made a total of 3,491 traffic stops in 2022. The majority (53%) of deputies making traffic stops in District 4 made more than 20 stops. District 4 had the largest number of stops that were made by a deputy in a traffic car. 2,209 stops were made by deputies designated as traffic patrol (63.28 % of District 4 stops). District 4 deputies made 113 traffic stops while working

DUI Taskforce special assignments and 33 stops by deputies who were working aggressive driver special assignments.

The racial/ethnic composition of drivers stopped by District 4 deputies was as follows: 3.15 percent Black, 12.66 percent Hispanic, 81.81 percent White. 18.19 percent of drivers stopped by District 4 deputies were non-White Minority. District 4 had the lowest number and proportion of non-White drivers stopped when compared to all other districts.

The average length of stop for all drivers stopped by District 4 deputies was 16.11 minutes. Excluding extended stops District 4 stop lengths averages 12.06 minutes. The most common extended stop reason in District 4 was driving documentation issues and almost 10 percent of stops were delayed for this reason.

District 4 deputies cited drivers during 71.38 percent of stops. This was the highest citation rate of any district. There were some differences in citation rates across racial/ethnic groups in District 4. In District 4 White drivers were cited during 71.15 percent of stops while Hispanic drivers were cited during 77.38 percent of stops. Black drivers were cited during 62.73 percent of stops. The most common violation that was cited or warned in District 4 was speeding. Nearly 70 percent of stops in District 4 identified violations of this type and this offense category was higher than any other district.

District 4 deputies had the lowest number (13) and percent (0.37%) of booked arrests compared to all other districts. Drivers stopped by District 4 deputies experienced a cite and release arrest during 119 stops (3.41% of District 4 stops). District 4 deputies made discretionary searches of drivers or vehicles during 0.37% of traffic stops.

Results modeling stop length and stop outcomes identified several ways District 4 differed from other districts. In comparing district stop lengths, District 4 stops were longer, on average, than stops made by deputies from District 2, District 5, and District 7. These differences were statistically significant. These differences ranged from about one minute for District 2 to nearly two minutes for District 7.

In comparing district citation activity, when controlling for violation type and speed, drivers stopped by District 4 deputies were more likely to receive a citation than drivers stopped by District 5 or District 7 deputies. These differences were statistically significant. When modeling citation activity without violation types and speed as statistical controls, drivers stopped by District 4 deputies were more likely receive a citation than drivers stopped by deputies from Districts 1, 2, and 7. These differences were statistically significant. In contrast, drivers stopped by District 4 deputies were less likely to receive a citation than drivers stopped by District 5 deputies and this difference was statistically significant.

Results modeling arrest activity for District 4 identified two statistically significant differences between District 4 and other districts. Based on these results, drivers stopped by District 4 deputies were less likely to experience an arrest than drivers stopped by deputies from District and District 5. Finally, in comparing District 4 search activity to other Districts, we identified that drivers

stopped by District 4 deputies were less likely to experience a discretionary search of the driver or vehicle than drivers stopped by District 1. However, drivers stopped by District 4 deputies were more likely to experience a discretionary search than drivers stopped by District 5 or District 7 deputies. These differences were statistically significant.

Results of the propensity score matching modeling procedure identified several statistically significant disparities. In District 4, Hispanic drivers had longer stop lengths than White drivers. The difference in stop length between Hispanic and White drivers was about 70 seconds. PSM also identified that Minority drivers as a group also experienced longer stops. In this case, stops of Minority drivers were about 42 seconds longer than stops of White drivers.

There were no statistically significant differences in citation rates for District 4 traffic stops. This was true when utilizing violation type and speed as matching variables and when violation type and speed were not used in the estimating procedure.

The PSM estimating procedure identified one statistically significant disparity in searches for District 4 stops. In this case, White drivers were more likely to be searched than Black drivers.

Finally, results estimating disparities in arrest outcomes in District 4 found no statistically significant differences for Hispanic, Black or Minority drivers when compared to White drivers.

Analysis of differences in disparity found that District 4 disparity in stop length for Black drivers was significantly lower than disparity in stop length for Black drivers in District 5 and District 7. District 4 disparity in citation outcomes for Hispanic drivers was significantly greater than the disparity in citation outcomes for Hispanic drivers in District 2 and District 5. There were no significant differences in district-level disparity for any other benchmark or racial/ethnic group for District 4. There was no significant difference in the distribution of searches with and without seizures across driver race/ethnicity for District 4.

District 5

Deputies from District 5 (Lake Patrol) made a total of 3,917 traffic stops in 2022. District 5 had the second largest number of stops of all districts. The majority (55%) of District 5 deputies who made traffic stops, made 20 or more stops in 2022. Almost 14 percent (N = 539) of traffic stops made by District 5 deputies were made when deputies were working on DUI Taskforce special assignments. An additional 102 traffic stops were made while District 5 deputies were working on Aggressive Driver special assignments.

District 5 deputies had the largest proportion of stops that involved criminal traffic offenses with nearly 9 percent of stops classified in this way.

The racial/ethnic composition of drivers stopped by District 5 deputies was as follows: 6.71 percent Black, 22.49 percent Hispanic, and 66.96 percent White. 33.04 percent of drivers stopped by District 5 deputies were non-White Minority.

The average length of stops for all drivers stopped by District 5 deputies was 16.79 minutes. Excluding extended stops, District 5 stop length averaged 11.75 minutes. The most common extended stop reason during District 5 traffic stops was driving documentation issues (13.35%). District 5 traffic stops were delayed for technical issues more often (9.34%) than all other districts and District 5 deputies experienced delays from DUI investigations (4.03%) more than stops from all other districts.

District 5 deputies issued citations during 61.46 percent of all stops. This was the second highest citation rate of all districts. Citation rates between racial/ethnic groups were very consistent in District 5 with differences between groups all less than one percent.

The most common violation type that was cited or warned by District 5 deputies was speeding. 62.80 percent of stops identified this violation type.

District 5 had the highest arrest rate compared to other districts. During 9.57 percent (N = 375) of traffic stops made by District 5 deputies, drivers were arrested. The majority of these arrests were cite and release arrests (N = 348).

Discretionary searches were conducted by District 5 deputies during 0.28 percent of stops. This was the second lowest search rate of all MCSO districts.

Results modeling district differences in stop length and stop outcomes identified several statistically significant differences. Drivers stopped by District 5 deputies experienced shorter stop lengths than drivers stopped by deputies from Districts 1, 2, 3, and 4. There was statistical difference in stop length between District 5 and District 7.

Comparison of district-level citation activity for District 5 was not consistent across the two modeling procedures. When including violation type and driver speed, drivers stopped by District 5 deputies were less likely to receive a citation than drivers stopped by deputies in Districts 1, 2, and 4. In contrast, drivers stopped by District 5 deputies were more likely to receive a citation than drivers stopped by deputies in District 7. These differences were statistically significant.

When violation type and speed were removed as statistical controls, results comparing district citation activity changed markedly. Based on this modeling, drivers stopped by District 5 deputies were more likely to receive a citation than drivers stopped by deputies from all other districts. These differences were also statistically significant.

In comparing arrest activity among districts, this research found that drivers stopped by District 5 deputies were more likely to experience an arrest than drivers stopped by deputies from Districts 2, 3, 4, and 7. These differences were all statistically significant. There was no statistical difference in arrest activity between District 5 and District 1.

Finally, across all districts we found that drivers stopped by District 5 deputies were less likely to experience a discretionary search of themselves or their vehicle than drivers stopped by deputies in District 1, 2, 3, 4, or 7. Each of these differences was statistically significant.

Results of the propensity score matching identified some statistically significant disparities in District 5. Hispanic drivers experience stops that are about 1 minute longer than White drivers when stopped by District 5 deputies. Minority drivers as a group also experience stops that are about 45 seconds longer than their White counterparts. These differences were statistically significant.

In comparing citation activity in District 5, we found that when violation types and speed are used as matching variables there was no statistically significant difference in citation outcomes for Hispanic, Black or Minority drivers. However, in the second model which did not include violation type and speed, we identified a statistically significant difference between Hispanic drivers and White drivers. In this case, Hispanic drivers were cited 5.64 percent more often than their White counterparts.

PSM analysis of searches in District 5 found no statistically significant differences between Hispanic and White drivers, Black and White drivers, or between Minority and White drivers.

Finally, PSM analysis of arrests in District 5 found no statistically significant differences between Hispanic and White drivers, Black and White drivers, or between Minority and White drivers.

Analysis of district-level differences in disparity found that District 5 disparity in stop length for Black and White drivers was significantly higher than that of District 4. We also found that district-level disparity in citation outcomes between Hispanic and White drivers was lower than that of District 4 and District 7. Finally, District 5 had significantly lower disparity for arrests of Hispanic and White drivers than District 1. There were no significant differences in district-level disparity for any other benchmark or racial/ethnic group for District 5. There was no significant difference in the distribution of searches with and without seizures across driver race/ethnicity for District 5.

District 7

Deputies from District 7 made a total of 4,272 traffic stops in 2022. This was the most stops of any district during that year. The majority (55%) of deputies who made traffic stops in District 7 made 20 or more stops during the year. District 7 had 1,275 traffic stops that were made by deputies working in a traffic car.

In District 7, 154 (3.60%) stops were made by deputies working DUI Taskforce special assignments. District 7 also had the largest number (N=322) and proportion (7.54%) of stops that were made when deputies were working on Aggressive Driver special assignments.

The racial/ethnic composition of drivers stopped by District 7 deputies was as follows: 4.73 percent Black, 12.80 percent Hispanic, and 76.90 percent White. 23.10 percent of drivers stopped by District 7 deputies were non-White Minority.

The average length of stops for all drivers stopped by District 7 deputies was 13.21 minutes. Excluding extended stops, District 7 stop length averaged 10.55 minutes. The most common

reason identified for extended stops in District 7 was Driving Documentation Issue with 10.39 percent of stops experiencing this type of delay. District 7 deputies identified few extended stops relative to other districts.

Deputies in District 7 cited 44.55 percent of drivers that were contacted although there were some differences across racial/ethnic groups. Specifically, Hispanic drivers were cited 51.55 percent of the time while White drivers were cited during 43 percent of stops.

In District 7, speeding was the most common violation type that was cited or warned with almost 53 percent of stops involving this violation.

Deputies from District 7 booked 16 drivers in 2022 and effected cite and release arrests with 114 drivers (2.67% of stops). Deputies from District 5 had the lowest discretionary search rate (0.16%) compared to all other districts.

Results modeling district differences in stop length and stop outcomes identified a number of notable differences. Stop lengths for District 7 stops were shorter than those of Districts 1, 2, 3, and 4. These differences were statistically significant. There was no statistical difference in stop length between District 5 and District 7.

When modeling citation activity using violation type and speed as statistical controls, we identified that drivers stopped by District 7 deputies were less likely to be cited than drivers stopped by deputies from all other districts. Each of these differences was statistically significant. When excluding violation type and speed as controls, we found that drivers stopped by District 7 deputies were less likely to receive a citation than drivers stopped by deputies from Districts 1 and 5. These differences were statistically significant.

In comparing search activity across districts, we found that drivers stopped by District 7 deputies were less likely to experience a discretionary search than drivers stopped by deputies from Districts 1, 2, 3, or 4. These differences were statistically significant.

Results of the PSM analysis identified disparities in District 7. The analysis identified that Black drivers experience longer stops than White drivers. The difference of about 40 seconds was statistically significant. Minority drivers stopped by District 7 deputies also experience longer stops than White drivers. In this case, Minority drivers stops were about 44 seconds longer, on average than stops of White drivers. This result was statistically significant.

Modeling citation outcomes using violation type and speed, we found no statistically significant differences between Hispanic and White drivers, Black and White drivers, or between Minority and White drivers. However, when violation type and speed were removed from the matching process, we identified a statistically significant difference in citation outcomes between Minority drivers and White drivers. In this case, Minority drivers were issued a citation 4.68 percent more often than white drivers.

PSM analysis of search activity in District 7 identified no statistically significant disparities between Hispanic and White drivers, Black and White drivers, or between Minority and White drivers.

PSM analysis of arrest activity in District 7 identified no statistically significant disparities between Hispanic and White drivers, Black and White drivers, or between Minority and White drivers.

Analysis of district-level differences in disparity found that District 7 had a significantly higher level of disparity in stop length for Black and White drivers when compared to District 4. We also found that District 7 had a significantly higher level of disparity in citation outcomes for Hispanic and White drivers when compared to Districts 1, 2, and 5. When not accounting for speed or categories of violations, we found that District 7 had significantly higher levels of disparity between Minority and White drivers than Districts 2, 3, and 5. When speed and categories were accounted for, we found that District 5 had a significantly higher level of disparity in citation outcomes between Minority and White drivers than Districts 1, 2, 3, and 5. There was no significant difference in the distribution of searches with and without seizures across driver race/ethnicity for District 7.

Conclusion and MCSO Response

The purpose of this quarterly report was to investigate disparate outcomes at the district level. TSAR 8 found evidence that MCSO had disparate outcomes for stop length for Hispanic, Black and Minority drivers. Findings from TSAR 8 also indicated that Hispanic drivers were more likely to receive citations than White drivers and that Hispanic drivers were more likely to experience searches than White drivers.

To investigate disparate outcomes at the district level, MCSO analyzed the 2022 traffic stop data in five ways. First MCSO described the general patterns of traffic enforcement activity from each district. Second, we determined whether districts differed from one another in average stop lengths and stop outcomes of citations, searches, and arrests. Third, we utilized propensity score matching to determine within-district disparity for stop length and stop outcomes. Fourth, we compared between-district levels of disparity to identify whether districts differ from one another in their levels of disparity. Finally, we analyzed search and seizure activity for each district to determine whether different racial/ethnic groups experienced seizures following discretionary searches at different rates.

In comparing differences in stop length, we found that Districts 1, 3 and 4 had longer stops on average when compared to other districts. District 2 stops were shorter when compared to districts 1, 3 and 4, but were longer when compared to District 5 and District 7. Districts 5 and 7 did not differ from one another but had shorter stop lengths than Districts 1, 2, 3, and 4.

Our analysis of citation activity included two models that provided different results. In the first model, we utilized statistical controls of offense types (speed, non-speed moving, equipment, driving documentation, and other violations) and the speed the driver was traveling over the speed limit. In the second model, we did not use these controls. Based on the first model, we found that the likelihood of receiving a citation was lowest in District 7 when compared to other districts. Similarly, the likelihood of receiving a citation was lower in District 5 when compared to Districts 1, 2, and 4.

Based on the model that did not use offense categories or speed as controls, we found that the likelihood of receiving a citation was lowest in District 7 when compared to all other districts. In contrast, the likelihood of receiving a citation was higher in District 5 when compared to all other Districts. The likelihood of receiving a citation from District 1 and 2 deputies was lower than Districts 3, 4, and 5.

Analysis of arrest activity in the districts found significant differences in the likelihood of arrest across all districts. The likelihood of a driver experiencing an arrest was higher in District 1 when compared to Districts 2, 3, 4, and 7. Similarly, the likelihood a driver experienced an arrest was higher in District 5 when compared to Districts 2, 3, 4, and 7. Drivers stopped by District 4 deputies had the lowest likelihood of arrest when compared to Districts 1, 5 and 7. Finally, the likelihood of experiencing an arrest by District 7 deputies was lower than District 1 and District 5.

Analysis of district search activity identified a number of notable differences among districts. We found that the likelihood of a search was highest in District 1 when compared to all other districts. The likelihood of a search was higher in District 2 when compared to Districts 5 and 7. The likelihood of a search was higher in District 3 when compared to Districts 5 and 7. Finally, the likelihood of search was higher in District 4 when compared to Districts 5 and 7.

This research identified that districts vary in their level of disparity. We found that Districts 1 and 5 have longer stops for Hispanic and Minority drivers. Specifically, Hispanic drivers have stops that are about one minute longer in these districts compared to their White counterparts. Minority drivers, as a group, have traffic stops that average about 45 seconds longer than stops of White drivers in these districts. In District 7, we found that Black and Minority drivers have traffic stops that average about 45 seconds longer than White drivers.

This research identified disparity in citation outcomes in four districts. In District 1 Minority drivers were cited about 5 percent more often than White drivers. In District 2, White drivers were cited about 7 percent more often than Black drivers. When offense categories and speed were excluded from matching criteria, we found that Hispanic drivers stopped by District 5 deputies were cited about 5.6 percent more often than White drivers and that Minority drivers in District 7 were cited about 4.7 percent more often than White drivers.

In examining searches, we found disparity in two districts. In District 2, White drivers were searched about 0.6 percent more often than Black drivers. In District 4, White drivers were searched 0.3 percent more often than Black drivers. We identified no other disparity in searches.

Finally, we identified that District 1 had disparity in arrests between Hispanic and White drivers. Specifically, Hispanic drivers were arrested in District 1 about 4 percent more often than White drivers.

In the third analysis, we identified district-level differences in disparity. Districts 4 and 5 were significantly different in the level of disparity between Black and White drivers. Specifically, District 4 had longer average stops for Black drivers compared to White drivers than did District 5. There were no other significant differences in stop length disparity identified by the analyses. We identified statistically significant differences in disparity levels among districts for Hispanic and White drivers. Specifically, District 7 had higher levels of disparity when compared to Districts 1, 2, and 5. District 4 had higher levels of disparity when compared to Districts 2 and 5. District 5 had lower levels of disparity when compared to Districts 4 and 7. In our analysis of arrests, we found one statistically significant difference between districts. Disparity in Hispanic and White arrests was higher in District 1 when compared to District 5.

Finally, in our analysis of seizures following searches, we found no statistically significant difference in the distribution of searches with and without seizures across any driver race/ethnicity and for any district.

Explaining Differences in Citation Among Districts

Analysis of citation outcomes for districts in this research produced results that appeared contradictory to MCSO researchers. Drivers who were stopped by deputies in Districts 1 and 2 had citation rates that were low relative to District 4. The citation rate in District 1 for all drivers was 43.55 percent and the citation rate for drivers stopped by District 2 deputies was 38.79 percent (the lowest district citation rate in MCSO). Citation rates for White and Hispanic drivers in Districts 1 and 2 were comparable. District 4 deputies cited drivers during 71.38 percent of encounters and the difference in citation rates between Hispanic and White drivers was over six percent. Yet analysis comparing the odds of receiving a citation between districts (Tables 20 and 21) suggest that Districts 1 and 2 do not differ significantly from District 4 (when controlling for speed and offense categories) and that drivers stopped by District 1 and 2 deputies are slightly less likely to receive a citation than drivers stopped by District 4 deputies (when speed and offense categories are excluded as controls).

Taken together, the information presented in Tables 20 and 21 illustrates the important role of the type of offense in decisions to issue a citation (see Table 16 for district differences in offenses that were cited/warned). Yet the difference in the likelihood of a citation between Districts 1 and 2 and District 4 cannot be fully explained by the types of violations that occur in the districts.

One important distinction between Districts 1 and 2 and District 4 is the use of traffic units in District 4. Districts 1 and 2 do not have active patrols for traffic. In the models used to generate odds ratios presented in Tables 20 and 21, category of assignment is used as a statistical control. Regular patrol deputies are used as the reference group while deputies are categorized into four other roles: Off-duty, supervisors, traffic units, and other deputies. When including deputy category as control variables, the difference in citation activity between Districts 1 and 2 and District 4 is masked because Districts 1 and 2 have no vehicles devoted to traffic patrol. If the category of assignment is removed from the models estimating the odds of a citation, drivers in District 4 were 138 percent more likely to receive a citation than drivers stopped by District 1 deputies (as opposed to no statistically significant difference; see Table 20).²² Similarly, when the category of assignment is excluded as a control when comparing District 2 and District 4, drivers stopped by District 4 deputies were 132 percent more likely to receive a citation than drivers stopped by District 2 deputies (as opposed to no statistically significant difference; see Table 21). In the table below, we illustrate the role traffic patrols play in generating citations by comparing citation rates for regular patrol deputies and traffic patrol deputies for all districts. We have used the categories of patrol that that are used in the TSAR and TSMR.²³

²²In models comparing district fixed effects for citations, drivers stopped by traffic units were 431 percent more likely to receive a citation rather than a warning (including speed and offense categories as control variables). When speed and offense categories were excluded from the model, drivers stopped by traffic units were 524 percent more likely to receive a citation rather than a warning.

²³Lake patrol stops were included in the patrol category for regression modeling in this report.

Table 47: Citation Rates for Deputy Categories by District

	All Stops	Hispanic	Black	White	Minority
MCSO	51.60%	50.24%	46.33%	52.93%	49.17%
Lake Patrol	62.48%	63.02%	62.40%	62.53%	62.38
Patrol	39.75%	42.35%	39.61%	38.69%	41.38%
Supervisors	27.43%	29.77%	28.00%	24.62%	30.10%
Traffic	83.93%	86.63%	73.13%	84.31%	82.51%
Off-Duty	36.36%	0.00%	66.67%	40.00%	33.33%
Other	29.20%	36.36%	30.00%	27.63%	32.43%
District 1					
Lake Patrol	N/A	N/A	N/A	N/A	N/A
Patrol	43.97%	43.92%	42.23%	44.29%	43.56%
Supervisors	23.08%	33.33%	20.00%	13.64%	35.29%
Traffic	N/A	N/A	N/A	N/A	N/A
Off-Duty	N/A	N/A	N/A	N/A	N/A
Other	100.00%	N/A	N/A	100.00%	N/A
District 2					
Lake Patrol	N/A	N/A	N/A	N/A	N/A
Patrol	39.43%	40.15%	35.96%	39.84%	39.17%
Supervisors	27.96%	27.71%	41.38%	22.73%	30.83%
Traffic	N/A	N/A	N/A	N/A	N/A
Off-Duty	N/A	N/A	N/A	N/A	N/A
Other	20.00%	0.00%	N/A	0.00%	50.00%
District 3					
Lake Patrol	N/A	N/A	N/A	N/A	N/A
Patrol	46.02%	48.17%	46.72%	45.33%	47.12%
Supervisors	27.55%	26.09%	7.69%	30.36%	23.81%
Traffic	N/A	N/A	N/A	N/A	N/A
Off-Duty	0.00%	N/A	N/A	0.00%	N/A
Other	0.00%	0.00%	N/A	0.00%	0.00%
District 4					
Lake Patrol	N/A	N/A	N/A	N/A	N/A
Patrol	46.19%	49.29	40.91%	46.02%	46.93%
Supervisors	12.00%	33.33%	0.00%	11.11%	14.29%
Traffic	86.33%	91.19%	79.37%	85.94%	88.10%
Off-Duty	N/A	N/A	N/A	N/A	N/A
Other	50.00%	75.00%	100.00	45.16%	80.00%
District 5					
Lake Patrol	62.48%	63.02%	62.40%	62.53%	62.38%
Patrol	N/A	N/A	N/A	N/A	N/A
Supervisors	21.05%	40.00%	0.00%	10.00%	33.33%
Traffic	N/A	N/A	N/A	N/A	N/A
Off-Duty	57.14%	N/A	100.00%	50.00%	66.67%
Other	19.12%	31.25%	22.22%	15.38%	24.14%
District 7					
Lake Patrol	N/A	N/A	N/A	N/A	N/A
Patrol	29.40%	36.21%	31.30%	27.98%	34.73%
Supervisors	44.12%	50.00%	N/A	43.48%	45.45%
Traffic	79.76%	79.58%	67.61% %	81.11%	76.27%
Off-Duty	N/A	N/A	N/A	N/A	N/A
Other	N/A	N/A	N/A	N/A	N/A

Review of Stops Related to the Disparity Identified in this Report

To address the disparity identified in this report, TSAU staff conducted additional reviews of data, BWC footage of individual stops, VSCF forms, and Incident Reports. To accomplish this, MCSO staff reviewed a total of 466 traffic stops related to the disparity identified in this report and conducted additional statistical analyses of disparity in districts by ARS sections. The purpose of the reviews was to identify possible bias related to the disparity evidenced in this report and to document any other potential causes of the district-level disparity identified with the analyses conducted for this research. Detailed results of those additional reviews are available in Appendix H. Reviews identified some of the reasons disparities exist in specific districts and benchmarks and a summary of those findings are discussed below.

District 1 Disparity

In District 1, reviews of arrests identified that Hispanic drivers were arrested at a higher proportion than White drivers for outstanding warrants, criminal speed, and DUI. In District 1, two stops of Hispanic drivers were also miscoded as arrests. During these stops drivers were cited for 28-3151A which is a civil violation.

In District 1, we identified disparity in citation outcomes between Minority and White drivers. In reviewing citation activity in District 1, we identified two ARS statutes that were cited (versus warned) at statistically significant different rates when comparing Minority and White drivers. The first was ARS 28-2354A which is the requirement that a vehicle display a valid license plate. In this case, Minority drivers were cited during five stops and issued warnings during 9 stops. White drivers were not cited for this violation although during 15 stops White drivers were issued warnings. In reviewing BWC footage of these stops, TSAU staff identified that drivers who received warnings possessed valid temporary license plates but that they were attached inside the vehicle and not visible to deputies when they initiated the stop. Drivers who were cited under this statute did not have a valid plate attached to their vehicles and could not provide evidence that they possessed a valid license plate or valid temporary license plate.

The second ARS statute that was cited at statistically significant different rates between Minority and White drivers in District 1 was ARS 28-4139A, displaying a suspended plate. In Arizona, when a driver lacks insurance coverage on a vehicle, the Motor Vehicle Department suspends the license plate for the vehicle until the owner can provide proof of financial responsibility. In District 1, seven Minority drivers were cited under this statute, and none were issued warnings. In contrast one White driver was cited under this statute, and one White driver was issued a warning. BWC reviews of these stops identified that drivers with suspended plates were cited for ARS-4139A after deputies confirmed with the Motor Vehicle Department that the plates were suspended. During the one stop with the White driver who received a warning, the license plate was mandatory

insurance suspended out of Oregon and the driver was able to supply evidence that the vehicle was covered by an insurance policy.

Finally, one additional ARS statute that contributes to the citation disparity between White and Minority drivers in District 1 is ARS 28-3151A. This statute is the requirement that drivers possess a valid driver's license when operating a motor vehicle. In District 1, this statute was cited or warned during 72 stops and warnings were issued for only 5.5 percent of these stops (94.5% citation rate). The difference in citation/warning rates between Minority and White drivers for ARS 28-3151A was not statistically significant. However, the number of stops of Minority drivers that violated this statute was very high relative to White drivers. Minority drivers were cited for 28-3151A during 7.12 percent (N = 56) of stops of Minority drivers in District 1 whereas White drivers were cited for violating this statute during 1.17 percent (N = 12) of stops of White drivers in the district. Two White drivers were issued warnings under this statute and two Minority drivers were issued warnings. For each of these four stops, drivers possessed licenses, but they had expired.

District 4 Disparity

In District 4, we identified that Minority driver stop lengths were longer than White drivers and that this difference was statistically significant. To address this finding, TSAU staff reviewed stops of Minority and White drivers that exceeded 20 minutes and did not have extended stop indicators selected and which no arrest or search was made. The circumstances of these stops are documented in Appendix H. The purpose of these reviews was to identify what circumstances contributed to longer stop lengths for Minority drivers and if those circumstances were similar to those experienced by White drivers. In total, BWC footage was reviewed for 87 stops. Several sets of circumstances were common during these stops. The first included drivers searching for driving documentation information (driver's license, proof of insurance, and/or registration).²⁴ During these stops it was common that drivers did not have their driver's license with them, and deputies would manually enter driver information into JWI to confirm that the driver was licensed. It was also common that drivers did not have proof of insurance in their vehicle but were able to access this information using their cell phones. Another common delay during the reviewed stops included deputies contacting their supervisors to ask questions about the circumstances during the stop. These conversations would often delay the stop several minutes.

Several stops had delays that could have been documented with existing ETSIs but were not (e.g., problems with technology, or language barriers) indicated in the VSCF. Finally, two additional types of delays were identified during these reviews. The first included deputies seizing license plates for "Mandatory Insurance Suspended" violations (ARS 28-4139C). Deputies would explain the license seizure to drivers and required extra time during the stop to detach the plate and provide

²⁴Note that the driving documentation extended stop indicator was added to the VSCF in May of 2022. Thus, for many of the stops included in the 2022, deputies did not have the option to indicate that the stop was extended for this reason.

drivers with a property receipt for the seizure. The second delay included situations where drivers possessed non-extraditable warrants. Deputies spent extra time confirming the warrants and took time explaining the warrants to the drivers and how they might address the warrant with the court that issued the warrant. Finally, one long stop included an arrest of a driver on an existing warrant, but the deputy did not indicate the arrest on the VSCF. This arrest was documented in the Incident Report associated with the stop.

The various delays impacting stop length for both Minority and White drivers in District 1 were common in both groups. MCSO deputies never asked drivers about immigration status during the stops that were reviewed.

District 5 Disparity

In District 5, we identified disparity in stop length for Hispanic and White drivers and for Minority and White drivers. We also identified disparity in citation outcomes for Hispanic and White drivers when violation categories were excluded from the propensity score matching process. To investigate these disparities further, TSAU staff reviewed VSCF forms, BWC footage, and Incident reports. TSAU staff reviewed stops of Minority and White drivers to identify delays that may have impacted the stop length. All stops of Minority and White drivers that exceed 20 minutes and for which no ETSI was selected, and no arrest or search was made during the stop were reviewed. There were a total of 73 stops that met these criteria.

Like findings from BWC reviews of stops in District 1, longer stops often had delays associated with drivers supplying their license, insurance, and registration. One difference between District 5 and District 1 was that in District 5, many drivers were stopped while driving OHVs. During these stops, it was common that vehicles were not registered or licensed for use on streets or off-road. In these situations, deputies spent extra time identifying the vehicle information from the VIN on the OHV which can be difficult to locate. Another common delay with stops of OHVs included deputies supplying information to drivers regarding Arizona laws related to OHV use. Deputies provided informational pamphlets to drivers and would explain licensing requirements for OHV use both on and off road.

Another common delay for long stops of drivers in District 5 included stops where the driver did not have a driver's license. During these stops, deputies would often contact the passenger and confirm that they had a valid driver's license so the vehicle could be driven from the stop (rather than towed per ARS 28-3511). This situation extended stops because the deputy must create and issue contact receipts and determine in JWI that the passenger's license is valid. Finally, during several stops of Minority drivers by District 5 deputies, review of BWC footage confirmed that the stop did not exceed 20 minutes. In these cases, deputies did not close out the stop with dispatch/CAD.

MCSO identified disparity in citation outcomes between Hispanic and White drivers in District 5. We identified disparity in citation/warning rates for the following ARS statutes: ARS 28-1177A, ARS 28-3151A, ARS 28-751.1, and 28-855B. Review of the stops cited or warned for ARS 28-

1177A include two stops of Hispanic drivers (both cited) and three stops of White drivers (each was warned. One stop of a Hispanic driver in an OHV included four children who were not in restraints in the vehicle and who were not wearing helmets. The OHV was not registered, had no license plate and no insurance. The deputy cited the driver for all violations but did not issue four citations (one for each of the children not in restraints or wearing helmets). The second stop of a Hispanic driver involved the driver operating an ATV in a restricted area. The ATV had two passengers (the vehicle was designed for one rider). The vehicle was not registered. The driver was not cited for driving in a restricted area (class 3 misdemeanor) but was cited for the occupant restriction and for not licensing the vehicle. The three stops of White drivers for OHV violations included one vehicle not having the correct OHV endorsement for use on roadways (e.g., highway use) while the other two stops were of OHVs without license plates attached. During all three stops, deputies educated drivers about OHV regulations and issued warnings to the drivers.

MCSO identified disparity in citations for ARS 28-3151A (driving without a valid license) between Hispanic and White drivers in District 5. All stops involving ARS 28-3151A in District 5 were reviewed and brief narratives for each stop are provided in Appendix H. Seventy-seven (77) Hispanic drivers were cited for violating this statute and two were issued warnings. In contrast 17 White drivers were cited under this statute and three were issued warnings. Warnings issued to White drivers for ARS 28-3151A included two juveniles who were released to their parents. The third warning given to a White driver was for an expired driver's license (the license had been expired less than 30 days). Warnings issued to Hispanic drivers included one driver whose license had expired and one driver who was not licensed, but who was the only sober person in the vehicle and was able to drive.

Like District 1, District 5 citation activity related to ARS 28-3151A contributes to the disparity in the district. ARS 28-3151A was cited during 94.55 percent of all stops in District 5 and drivers were only given warnings during 6 stops when this violation occurred (5.45%). Hispanic drivers were either cited or warned for ARS 28-3151A during 8.97 percent of stops of Hispanic drivers in District 5. In contrast, this statute was cited or warned during only 0.76 percent of stops of White drivers in District 5.

Comparison of citation/warning outcomes in District 5 identified statistically significant disparity between Hispanic and White drivers for ARS 28-751.1 (improper turn). In this case, two Hispanic drivers were cited for the violation while one White driver was cited for the violation and eight White drivers were issued warnings for the violation. The three drivers who were cited for ARS 28-751.1 each had additional violations cited. These included a stop sign violation, no registration, and no valid driver's license. Seven of the eight White drivers who were given warnings for ARS 28-751.1 only had one violation for the improper turn. One White driver was given a warning for speeding and the improper turn. Note that five of the eleven stops made for an improper turn were made by deputies working on the DUI Taskforce.

Finally, in District 5, MCSO identified statistically significant citation/warning disparity for Hispanic and White drivers for violating ARS 28-855B, failure to stop at a stop sign. Thirty-five

Hispanic drivers were cited for violating this statute, while 29 were issued warnings. In contrast, 44 White drivers were cited for violating this statute, while 101 were issued warnings. Of the Hispanic drivers cited for stop sign violations by District 5 deputies, twelve had additional violations that were cited. These included speeding (1), no proof of insurance (2), following too closely (1), underage DUI (1), and driving without a valid license (9). Of the Hispanic drivers warned for stop sign violations in District 5, one driver had an additional violation (ARS 28-3169A, No legible driver's license in possession). Of the 44 white drivers cited for ARS 28-855B, ten were cited for additional violations. These included speeding (3), criminal speed (1), license plate violation (1), improper turn (1), registration (1), seat belt (1), notice of address change (1), driving on a suspended license (2), and DUI (1). Of the 101 White drivers who were issued warnings for a stop sign violation, five drivers had additional violations. These included speeding (3), registration (1), and improper equipment (1). It is notable that if stops with additional violations are excluded from the analysis, Hispanic drivers were still cited at a higher rate than White drivers for this statute and that this difference was statistically significant.

District 7 Disparity

In District 7 we identified disparity in stop length for Hispanic and White drivers and Minority and White drivers. TSAU staff reviewed stops of Minority and White drivers that exceeded 20 minutes in length and which no extended stop indicator was selected, and no arrest or search was made during the stop. This included 112 stops. Narratives detailing the circumstances of these stops are available in Appendix H. Delays impacting stop length for drivers stopped by District 7 deputies were similar to those identified in District 1 and District 5. Drivers often had difficulty supplying license, insurance and/or registration. Deputies also had several instances where the license plate information did not match the vehicle. In these cases, deputies took additional time to confirm the vehicle was correctly licensed. In one case, a deputy stopped a driver for speeding and identified that the license plate was "Mandatory Insurance Suspended." During this stop, the license plate was seized.

MCSO identified disparity in citation outcomes for Minority and White drivers when speed and violation categories were not used as matching variables in the Propensity Score Matching models. TSAU staff identified all ARS statutes that were cited and warned in District 7 to determine if disparity in citation/warning for specific offenses might be contributing to the citation disparity observed in District 7. We identified statistically significant differences between citation/warning rates for three ARS statutes: ARS 28-701A (speeding), ARS 28-797F (speeding in a school zone), and 28-925A (tail lamps).

In District 7, 308 Minority drivers were cited for ARS 28-701A and 188 were issued warnings. That is, for Minority drivers who were cited or warned for speeding, 62.1 percent of drivers received a citation. In contrast, 770 White drivers were cited for ARS 28-701A and 710 were issued warnings, thus 52.0 percent of White drivers who were cited or warned for speeding were

issued a citation. While this difference is statistically significant, the disparity does not exist once we statistically control for the speed at which drivers were traveling. MCSO has reproduced two logistic regression models that evidence this pattern in Appendix H. This finding is evidence that Minority drivers and White drivers are issued citations at the same rate for the same level of speeding over the speed limit.

In District 7, MCSO identified that Minority and White drivers were cited/warned at different rates for ARS 28-797F for speeding in a school zone. The difference in citation rates was statistically significant. In this case, 14 (100%) Minority drivers were cited for violating this statute and no Minority drivers were issued warnings for this statute. In contrast 26 (76.47%) White drivers were cited for violating this statute and 8 (23.53%) White drivers were given warnings. We reviewed all stops for Minority and White drivers who were either cited or warned for these violations. We also reviewed two stops for criminal speed in a school zone (ARS 701.02A1) which resulted in two warnings for White drivers. The two warnings for criminal speed were miscategorized as speeding in a school zone. The drivers were not traveling at criminal speeds and were not near schools.

We found that the average speed over the speed limit Minority and White drivers were traveling were similar when drivers were cited (e.g. there was no statistically significant difference in speed between cited White and Minority drivers). We also determined that drivers who were issued warnings for 28-797F were traveling at lower speeds than those drivers that were cited. The average difference in speed between White drivers that were cited and those who were warned was statistically significant. The average speed between Minority drivers that were cited and White drivers that were issued warnings was also statistically significant. MCSO concluded that the disparity in citation/warning activity for ARS 28-979F is largely a function of the speed at which drivers are traveling through the school zone.

MCSO identified a statistically significant difference in the citation rate for ARS 28-925A (Tail lights) between Minority and White drivers. 2 out of 19 Minority drivers who were stopped for this violation were issued citations while all 42 White drivers who were stopped for this violation were issued warnings. We examined the circumstances of stops for which Hispanic drivers were cited for this violation. During the two stops of Hispanic drivers who were cited for 28-925A, drivers had additional violations. During one stop, the driver's license had been suspended. During the second stop, the driver did not have a driver's license.

Additional Actions

It is often challenging to identify new operational measures designed to reduce disparities that may be impactful on top of the already significant efforts that MCSO has been implementing with its continual policy evaluation, training, inspections, and TSMR interventions. To ensure the internal discussions that have historically occurred are evidenced moving forward, the Internal Review Group (IRG) was created in November 2023. The IRG is made up of approximately twenty personnel of varied ranks and roles, including patrol representatives from

multiple districts, to ensure that findings are interpreted well and to provide advice to Executive Command on potential strategies to implement to address any findings of disparity. This review group will be considering the results of this quarterly and the thorough review of stops contributing to the disparities observed that are reported here and make recommendations. As with every quarterly this report will be made available to the public and district commanders will be briefed on the findings and any IRG recommendations as well.

Appendix A: Modeling Stop Length Differences for Districts

Table 1A: Stop Length and District Fixed Effects

	Model D1	Model D2	Model D3	Model D4
	Stop Length	Stop Length	Stop Length	Stop Length
Spline Time 1	0.097 (0.213)	0.097 (0.213)	0.097 (0.213)	0.097 (0.213)
Spline Time 2	-0.245* (0.046)	-0.245* (0.046)	-0.245* (0.046)	-0.245* (0.046)
Spline Time 3	0.077 (0.039)	0.077 (0.039)	0.077 (0.039)	0.077 (0.039)
Spline Time 4	0.080 (0.043)	0.080 (0.043)	0.080 (0.043)	0.080 (0.043)
Spline Time 5	0.063 (0.391)	0.063 (0.391)	0.063 (0.391)	0.063 (0.391)
Driver Sex M	0.026 (0.117)	0.026 (0.117)	0.026 (0.117)	0.026 (0.117)
Civil Traffic	9.588* (0.523)	9.588* (0.523)	9.588* (0.523)	9.588* (0.523)
Non-AZ Plate	1.880* (0.199)	1.880* (0.199)	1.880* (0.199)	1.880* (0.199)
Arrest	17.475* (0.546)	17.475* (0.546)	17.475* (0.546)	17.475* (0.546)
Search	48.990* (0.904)	48.990* (0.904)	48.990* (0.904)	48.990* (0.904)
Deputy Category				
Traffic	-0.903* (0.189)	-0.903* (0.189)	-0.903* (0.189)	-0.903* (0.189)
Supervisors	2.622* (0.515)	2.622* (0.515)	2.622* (0.515)	2.622* (0.515)
Off Duty	0.186 (3.042)	0.186 (3.042)	0.186 (3.042)	0.186 (3.042)
Other	-0.165* (0.777)	-0.165* (0.777)	-0.165* (0.777)	-0.165* (0.777)
Districts				
District 1	-	1.068* (0.253)	0.520* (0.266)	0.120 (0.276)
District 2	-1.068* (0.253)	-	-0.548* (0.213)	-0.947* (0.225)
District 3	-0.520 (0.268)	0.548* (0.213)	-	-0.400* (0.240)
District 4	0.120 (0.276)	0.947* (0.225)	0.400 (0.240)	-
District 5	-1.551* (0.256)	-0.483* (0.204)	-1.031* (0.215)	-1.430* (0.227)
District 7	-1.913* (0.249)	-0.845* (0.192)	-1.393* (0.207)	-1.792* (0.183)
Constant	3.990* (0.724)	2.922* (0.702)	3.470* (0.716)	3.870* (0.716)
<i>F</i>	321.11*	321.11*	321.11*	321.11*
<i>R</i> ²	0.297	0.297	0.297	0.297
<i>N</i>	14,423	14,423	14,423	14,423

**p*<0.05; Patrol deputies are the reference category.

Table 2A: Stop Length and District Fixed Effects

	Model D5	Model D7
	Stop Length	Stop Length
Spline Time 1	0.097 (0.213)	0.097 (0.213)
Spline Time 2	-0.245* (0.046)	-0.245* (0.046)
Spline Time 3	0.077 (0.039)	0.077 (0.039)
Spline Time 4	0.080 (0.043)	0.080 (0.043)
Spline Time 5	0.063 (0.391)	0.063 (0.391)
Driver Sex M	0.026 (0.117)	0.026 (0.117)
Civil Traffic	9.588* (0.523)	9.588* (0.523)
Non-AZ Plate	1.880* (0.199)	1.880* (0.199)
Arrest	17.475* (0.546)	17.475* (0.546)
Search	48.990* (0.904)	48.990* (0.904)
Deputy Category		
Traffic	-0.903* (0.189)	-0.903* (0.189)
Supervisors	2.622* (0.515)	2.622* (0.515)
Off Duty	0.186 (3.042)	0.186 (3.042)
Other	-0.165* (0.777)	-0.165* (0.777)
Districts		
District 1	1.551* (0.256)	1.913* (0.249)
District 2	0.483* (0.204)	0.845* (0.192)
District 3	1.031* (0.215)	1.393* (0.207)
District 4	1.430* (0.227)	1.792* (0.183)
District 5	-	0.362 (0.189)
District 7	-0.362 (0.189)	-
Constant	2.439* (0.713)	2.077* (0.713)
<i>F</i>	321.11*	321.11*
<i>R</i> ²	0.297	0.297
<i>N</i>	14,423	14,423

* $p < 0.05$; Patrol deputies are the reference category.

Appendix B: Modeling Citation Outcomes for Districts

Table 1A: Logistic Regression Results for Citations, District Fixed-Effects

	Model D1	Model D2	Model D3	Model D4
	Citations	Citations	Citations	Citations
Spline Time 1	1.040 (0.069)	1.040 (0.069)	1.040 (0.069)	1.040 (0.069)
Spline Time 2	1.016 (0.015)	1.016 (0.015)	1.016 (0.015)	1.016 (0.015)
Spline Time 3	1.044* (0.013)	1.044* (0.013)	1.044* (0.013)	1.044* (0.013)
Spline Time 4	0.917* (0.013)	0.917* (0.013)	0.917* (0.013)	0.917* (0.013)
Spline Time 5	1.056 (0.135)	1.056 (0.135)	1.056 (0.135)	1.056 (0.135)
Driver Sex M	1.092* (0.042)	1.092* (0.042)	1.092* (0.042)	1.092* (0.042)
Civil Traffic	0.327* (0.054)	0.327* (0.054)	0.327* (0.054)	0.327* (0.054)
Non-AZ Plate	0.802* (0.051)	0.802* (0.051)	0.802* (0.051)	0.802* (0.051)
Deputy Category				
Traffic	5.327* (0.365)	5.327* (0.365)	5.327* (0.365)	5.327* (0.365)
Supervisors	0.430* (0.059)	0.430* (0.059)	0.430* (0.059)	0.430* (0.059)
Off Duty	0.787 (0.549)	0.787 (0.549)	0.787 (0.549)	0.787 (0.549)
Other	0.424* (0.103)	0.424* (0.103)	0.424* (0.103)	0.424* (0.103)
Districts				
District 1	–	0.964 (0.070)	1.048 (0.080)	0.936 (0.076)
District 2	1.037 (0.075)	–	1.087 (0.071)	0.971 (0.059)
District 3	0.954 (0.073)	0.920 (0.060)	–	0.893 (0.068)
District 4	1.069 (0.087)	1.030 (0.074)	1.120 (0.085)	–
District 5	0.862* (0.064)	0.831* (0.053)	0.903 (0.061)	0.806* (0.059)
District 7	0.660* (0.048)	0.637* (0.039)	0.692* (0.046)	0.618* (0.040)
Offense Categories				
Speed	0.374 (0.193)	0.374 (0.193)	0.374 (0.193)	0.374 (0.193)
Non-Speed Moving	1.551* (0.134)	1.551* (0.134)	1.551* (0.134)	1.551* (0.134)
Driving Documentation	7.906* (0.638)	7.906* (0.638)	7.906* (0.638)	7.906* (0.638)
Equipment	0.152* (0.020)	0.152* (0.020)	0.152* (0.020)	0.152* (0.020)
Other Offense	3.427* (0.442)	3.427* (0.442)	3.427* (0.442)	3.427* (0.442)
Speed 0–4 mph	0.021* (0.017)	0.021* (0.017)	0.021* (0.017)	0.021* (0.017)
Speed 5–9 mph	0.037* (0.027)	0.037* (0.027)	0.037* (0.027)	0.037* (0.027)
Speed 10–14 mph	0.034* (0.021)	0.034* (0.021)	0.034* (0.021)	0.034* (0.021)
Speed 15–19 mph	0.259* (0.164)	0.259* (0.164)	0.259* (0.164)	0.259* (0.164)
Speed 20–24 mph	0.962 (0.608)	0.962 (0.608)	0.962 (0.608)	0.962 (0.608)
Speed 25–29 mph	1.526 (0.970)	1.526 (0.970)	1.526 (0.970)	1.526 (0.970)
Speed 30–34 mph	2.485 (1.622)	2.485 (1.622)	2.485 (1.622)	2.485 (1.622)
Speed 35–39 mph	5.870* (4.542)	5.870* (4.542)	5.870* (4.542)	5.870* (4.542)
Speed 40–44 mph	2.627 (2.139)	2.627 (2.139)	2.627 (2.139)	2.627 (2.139)
Speed 45–49 mph	Omitted ^a	Omitted ^a	Omitted ^a	Omitted ^a
Speed 50–54 mph	Omitted ^a	Omitted ^a	Omitted ^a	Omitted ^a
Speed 55–59 mph	Omitted ^a	Omitted ^a	Omitted ^a	Omitted ^a
Speed 60–64 mph	Omitted ^a	Omitted ^a	Omitted ^a	Omitted ^a
Speed 65–69 mph	Omitted ^a	Omitted ^a	Omitted ^a	Omitted ^a
Speed 70–74 mph	Omitted ^a	Omitted ^a	Omitted ^a	Omitted ^a
Constant	25.154* (20.982)	26.095* (21.710)	23.998* (19.982)	26.881* (22.396)
χ^2	9282.05	9282.05	9282.05	9282.05
R^2	0.339	0.339	0.339	0.339
N	19,758	19,758	19,758	19,758

* $p < 0.05$; Patrol deputies are the reference category; ^aVariable omitted because of collinearity.

Table 1B: Logistic Regression Results for Citations, District Fixed-Effects

	Model D5	Model D7
	Citations	Citations
Spline Time 1	1.040 (0.069)	1.040 (0.069)
Spline Time 2	1.016 (0.015)	1.016 (0.015)
Spline Time 3	1.044* (0.013)	1.044* (0.013)
Spline Time 4	0.917* (0.013)	0.917* (0.013)
Spline Time 5	1.056 (0.135)	1.056 (0.135)
Driver Sex M	1.092* (0.042)	1.092* (0.042)
Civil Traffic	0.327* (0.054)	0.327* (0.054)
Non-AZ Plate	0.802* (0.051)	0.802* (0.051)
Deputy Category		
Traffic	5.327* (0.365)	5.327* (0.365)
Supervisors	0.430* (0.059)	0.430* (0.059)
Off Duty	0.787 (0.549)	0.787 (0.549)
Other	0.424* (0.103)	0.424* (0.103)
Districts		
District 1	1.160* (0.086)	1.514* (0.110)
District 2	1.204* (0.077)	1.571* (0.097)
District 3	1.107 (0.074)	1.445* (0.096)
District 4	1.240* (0.091)	1.618* (0.104)
District 5	–	1.305* (0.082)
District 7	0.766* (0.048)	–
Offense Categories		
Speed	0.374 (0.193)	0.374 (0.193)
Non-Speed Moving	1.551* (0.134)	1.551* (0.134)
Driving Documentation	7.906* (0.638)	7.906* (0.638)
Equipment	0.152* (0.020)	0.152* (0.020)
Other Offense	3.427* (0.442)	3.427* (0.442)
Speed 0–4 mph	0.021* (0.017)	0.021* (0.017)
Speed 5–9 mph	0.037* (0.027)	0.037* (0.027)
Speed 10–14 mph	0.034* (0.021)	0.034* (0.021)
Speed 15–19 mph	0.259* (0.164)	0.259* (0.164)
Speed 20–24 mph	0.962 (0.608)	0.962 (0.608)
Speed 25–29 mph	1.526 (0.970)	1.526 (0.970)
Speed 30–34 mph	2.485 (1.622)	2.485 (1.622)
Speed 35–39 mph	5.870* (4.542)	5.870* (4.542)
Speed 40–44 mph	2.627 (2.139)	2.627 (2.139)
Speed 45–49 mph	Omitted ^a	Omitted ^a
Speed 50–54 mph	Omitted ^a	Omitted ^a
Speed 55–59 mph	Omitted ^a	Omitted ^a
Speed 60–64 mph	Omitted ^a	Omitted ^a
Speed 65–69 mph	Omitted ^a	Omitted ^a
Speed 70–74 mph	Omitted ^a	Omitted ^a
Constant	21.679* (18.022)	16.613* (13.828)
χ^2	9282.05	9282.05
R^2	0.339	0.339
N	19,758	19,758

* $p < 0.05$; Patrol deputies are the reference category; ^aVariable omitted because of collinearity.

Table 2A: Logistic Regression Results for Citations, District Fixed-Effects

	Model D1	Model D2	Model D3	Model D4
	Citations	Citations	Citations	Citations
Spline Time 1	1.222* (0.067)	1.222* (0.067)	1.222* (0.067)	1.222* (0.067)
Spline Time 2	1.051* (0.012)	1.051* (0.012)	1.051* (0.012)	1.051* (0.012)
Spline Time 3	1.024* (0.011)	1.024* (0.011)	1.024* (0.011)	1.024* (0.011)
Spline Time 4	0.827* (0.010)	0.827* (0.010)	0.827* (0.010)	0.827* (0.010)
Spline Time 5	1.138* (0.134)	1.138* (0.134)	1.138* (0.134)	1.138* (0.134)
Driver Sex M	1.063* (0.035)	1.063* (0.035)	1.063* (0.035)	1.063* (0.035)
Civil Traffic	0.106* (0.014)	0.106* (0.014)	0.106* (0.014)	0.106* (0.014)
Non-AZ Plate	0.891* (0.047)	0.891* (0.047)	0.891* (0.047)	0.891* (0.047)
Deputy Category				
Traffic	6.240* (0.368)	6.240* (0.368)	6.240* (0.368)	6.240* (0.368)
Supervisors	0.457* (0.055)	0.457* (0.055)	0.457* (0.055)	0.457* (0.055)
Off Duty	0.481 (0.315)	0.481 (0.315)	0.481 (0.315)	0.481 (0.315)
Other	0.371* (0.079)	0.371* (0.079)	0.371* (0.079)	0.371* (0.079)
Districts				
District 1	–	1.063 (0.065)	0.876* (0.055)	0.861* (0.060)
District 2	0.941 (0.057)	–	0.824* (0.044)	0.810* (0.049)
District 3	1.141* (0.072)	1.213* (0.065)	–	0.983 (0.062)
District 4	1.161* (0.081)	1.234* (0.075)	1.017 (0.064)	–
District 5	1.559* (0.096)	1.657* (0.087)	1.366* (0.075)	1.343* (0.083)
District 7	0.553* (0.647)	0.588* (0.031)	0.484* (0.027)	0.476* (0.027)
Constant	3.592* (0.647)	3.379* (0.597)	4.010* (0.733)	4.170* (0.752)
χ^2	3,676.53*	3,676.53*	3,676.53*	3,676.53*
R^2	0.134	0.134	0.134	0.134
N	19,785	19,785	19,785	19,785

* $p < 0.05$; Patrol deputies are the reference category.

Table 2B: Logistic Regression Results for Citations, District Fixed-Effects

	Model D5	Model D7
	Citations	Citations
Spline Time 1	1.222* (0.067)	1.222* (0.067)
Spline Time 2	1.051* (0.012)	1.051* (0.012)
Spline Time 3	1.024* (0.011)	1.024* (0.011)
Spline Time 4	0.827* (0.010)	0.827* (0.010)
Spline Time 5	1.138* (0.134)	1.138* (0.134)
Driver Sex M	1.063* (0.035)	1.063* (0.035)
Civil Traffic	0.106* (0.014)	0.106* (0.014)
Non-AZ Plate	0.891* (0.047)	0.891* (0.047)
Deputy Category		
Traffic	6.240* (0.368)	6.240* (0.368)
Supervisors	0.457* (0.055)	0.457* (0.055)
Off Duty	0.481 (0.315)	0.481 (0.315)
Other	0.371* (0.079)	0.371* (0.079)
Districts		
District 1	0.641* (0.040)	1.809* (0.112)
District 2	0.604* (0.032)	1.702* (0.089)
District 3	0.732* (0.040)	2.064* (0.113)
District 4	0.745* (0.050)	2.100* (0.117)
District 5	–	2.820* (0.147)
District 7	0.355* (0.018)	–
Constant	5.599* (0.999)	1.986* (0.356)
<i>F</i>	3,676.53*	3,676.53*
<i>R</i> ²	0.134	0.134
<i>N</i>	19,785	19,785

**p*<0.05; Patrol deputies are the reference category.

Appendix C: Modeling Arrest Outcomes for Districts

Table 1C: Logistic Regression Results for Arrests, District Fixed-Effects

	Model D1	Model D2	Model D3	Model D4
	Arrests	Arrests	Arrests	Arrests
Spline Time 1	0.774* (0.097)	0.774* (0.097)	0.774* (0.097)	0.774* (0.097)
Spline Time 2	0.827* (0.028)	0.827* (0.028)	0.827* (0.028)	0.827* (0.028)
Spline Time 3	1.177* (0.038)	1.177* (0.038)	1.177* (0.038)	1.177* (0.038)
Spline Time 4	1.039* (0.035)	1.039* (0.035)	1.039* (0.035)	1.039* (0.035)
Spline Time 5	0.931 (0.280)	0.931 (0.280)	0.931 (0.280)	0.931 (0.280)
Driver Sex M	1.756* (0.182)	1.756* (0.182)	1.756* (0.182)	1.756* (0.182)
Civil Traffic	0.006* (0.001)	0.006* (0.001)	0.006* (0.001)	0.006* (0.001)
Non-AZ Plate	0.729* (0.116)	0.729* (0.116)	0.729* (0.116)	0.729* (0.116)
Deputy Category				
Traffic	2.317* (0.376)	2.317* (0.376)	2.317* (0.376)	2.317* (0.376)
Supervisors	0.746 (0.244)	0.746 (0.244)	0.746 (0.244)	0.746 (0.244)
Off Duty	0.592 (1.104)	0.592 (1.104)	0.592 (1.104)	0.592 (1.104)
Other	1.692 (0.766)	1.692 (0.766)	1.692 (0.766)	1.692 (0.766)
Districts				
District 1	–	2.303* (0.376)	1.980* (0.380)	2.556* (0.492)
District 2	0.434* (0.077)	–	0.860 (0.163)	1.110 (0.210)
District 3	0.505* (0.097)	1.163 (0.220)	–	1.291 (0.265)
District 4	0.391* (0.075)	0.901 (0.170)	0.775 (0.159)	–
District 5	1.165 (1.190)	2.683* (0.434)	2.306* (0.412)	2.977* (0.508)
District 7	0.509* (0.094)	1.171 (0.213)	1.007 (0.199)	1.300 (0.204)
Constant	13.644* (3.930)	5.925* (1.666)	6.891* (2.043)	5.339* (1.575)
χ^2	3154.03*	3154.03*	3154.03*	3154.03*
R^2	0.425	0.425	0.425	0.425
N	19,785	19,785	19,785	19,785

* $p < 0.05$; Patrol deputies are the reference category.

Table 2C: Logistic Regression Results for Arrests, District Fixed-Effects

	Model D5	Model D7
	Arrests	Arrests
Spline Time 1	0.774* (0.097)	0.774* (0.097)
Spline Time 2	0.827* (0.028)	0.827* (0.028)
Spline Time 3	1.177* (0.038)	1.177* (0.038)
Spline Time 4	1.039* (0.035)	1.039* (0.035)
Spline Time 5	0.931 (0.280)	0.931 (0.280)
Driver Sex M	1.756* (0.182)	1.756* (0.182)
Civil Traffic	0.006* (0.001)	0.006* (0.001)
Non-AZ Plate	0.729* (0.116)	0.729* (0.116)
Deputy Category		
Traffic	2.317* (0.376)	2.317* (0.376)
Supervisors	0.746 (0.244)	0.746 (0.244)
Off Duty	0.592 (1.104)	0.592 (1.104)
Other	1.692 (0.766)	1.692 (0.766)
Districts		
District 1	0.859 (0.140)	1.966* (0.362)
District 2	0.373* (0.060)	0.854 (0.155)
District 3	0.434* (0.078)	0.993 (0.196)
District 4	0.336* (0.057)	0.769 (0.121)
District 5	–	2.290* (0.367)
District 7	0.437* (0.070)	–
Constant	15.893* (4.520)	6.940* (2.057)
χ^2	3154.03*	3154.03*
R^2	0.425	0.425
N	19,785	19,785

* $p < 0.05$; Patrol deputies are the reference category.

Appendix D: Modeling Search Outcomes for Districts

Table 6A: Logistic Regression Results for Discretionary Searches, District Fixed-Effects

	Model D1	Model D2	Model D3	Model D4
	Searches	Searches	Searches	Searches
Spline Time 1	0.647 (0.181)	0.647 (0.181)	0.647 (0.181)	0.647 (0.181)
Spline Time 2	1.002 (0.079)	1.002 (0.079)	1.002 (0.079)	1.002 (0.079)
Spline Time 3	1.091 (0.088)	1.091 (0.088)	1.091 (0.088)	1.091 (0.088)
Spline Time 4	1.031 (0.071)	1.031 (0.071)	1.031 (0.071)	1.031 (0.071)
Spline Time 5	0.783 (0.422)	0.783 (0.422)	0.783 (0.422)	0.783 (0.422)
Driver Sex M	3.457* (1.008)	3.457* (1.008)	3.457* (1.008)	3.457* (1.008)
Civil Traffic	0.198* (0.061)	0.198* (0.061)	0.198* (0.061)	0.198* (0.061)
Non-AZ Plate	1.173 (0.383)	1.173 (0.383)	1.173 (0.383)	1.173 (0.383)
Deputy Category				
Traffic	0.255* (0.146)	0.255* (0.146)	0.255* (0.146)	0.255* (0.146)
Supervisors	0.304 (0.308)	0.304 (0.308)	0.304 (0.308)	0.304 (0.308)
Off Duty	28.375* (31.797)	28.375* (31.797)	28.375* (31.797)	28.375* (31.797)
Other	Omitted ^a	Omitted ^a	Omitted ^a	Omitted ^a
Districts				
District 1	–	2.777* (0.808)	2.315* (0.722)	2.408* (0.846)
District 2	0.360* (0.105)	–	0.833 (0.273)	0.867 (0.316)
District 3	0.432* (0.135)	1.200 (0.393)	–	1.040 (0.401)
District 4	0.415* (0.146)	1.153 (0.420)	0.961 (0.371)	–
District 5	0.104* (0.044)	0.290* (0.128)	0.242* (0.109)	0.251* (0.120)
District 7	0.147* (0.063)	0.408* (0.181)	0.340* (0.156)	0.354* (0.167)
Constant	0.065 (0.042)	0.024* (0.015)	0.028* (0.019)	0.027* (0.018)
χ^2	119.42*	119.42*	119.42*	119.42*
R^2	0.098	0.098	0.098	0.098
N	19,672	19,672	19,672	19,672

* $p < 0.05$; Patrol deputies are the reference category; ^aVariable omitted because of collinearity.

Table 6B: Logistic Regression Results for Discretionary Searches, District Fixed-Effects

	Model D5	Model D7
	Searches	Searches
Spline Time 1	0.647 (0.181)	0.647 (0.181)
Spline Time 2	1.002 (0.079)	1.002 (0.079)
Spline Time 3	1.091 (0.088)	1.091 (0.088)
Spline Time 4	1.031 (0.071)	1.031 (0.071)
Spline Time 5	0.783 (0.422)	0.783 (0.422)
Driver Sex M	3.457* (1.008)	3.457* (1.008)
Civil Traffic	0.198* (0.061)	0.198* (0.061)
Non-AZ Plate	1.173 (0.383)	1.173 (0.383)
Deputy Category		
Traffic	0.255* (0.146)	0.255* (0.146)
Supervisors	0.304 (0.308)	0.304 (0.308)
Off Duty	28.375* (31.797)	28.375* (31.797)
Other	Omitted ^a	Omitted ^a
Districts		
District 1	9.582* (4.069)	6.800* (2.930)
District 2	3.450* (1.522)	2.449* (1.087)
District 3	4.140* (1.875)	2.938* (1.344)
District 4	3.979* (1.896)	2.824* (1.331)
District 5	–	0.710* (0.381)
District 7	1.409 (0.756)	–
Constant	0.007* (0.005)	0.010* (0.007)
χ^2	119.42*	119.42*
R^2	0.098	0.098
N	19,672	19,672

* $p < 0.05$; Patrol deputies are the reference category; ^aVariable omitted because of collinearity.

Appendix E: Modeling District Differences in Disparity in Stop Length

Hispanic v. White

Table 1A: Results for Differences in District-level Disparity in Stop Length (Hispanic v. White)

	Reference Group			
	District 1	District 2	District 3	District 4
	Model D1 Stop Length	Model D2 Stop Length	Model D3 Stop Length	Model D4 Stop Length
Hispanic	0.406 (1.230)	0.100 (0.497)	0.704 (0.504)	0.737 (0.385)
District 1	–	1.452* (0.541)	1.128* (0.563)	1.327* (0.454)
District 2	–1.452* (0.541)	–	–0.324 (0.532)	–0.125 (0.414)
District 3	–1.128* (0.563)	0.324 (0.532)	–	0.199 (0.442)
District 4	–1.327* (0.563)	0.125 (0.414)	–0.199 (0.442)	–
District 5	–2.439* (0.434)	–0.987* (0.392)	–1.311* (0.422)	–1.112* (0.259)
District 7	–3.410* (0.412)	1.261* (0.721)	–2.282* (0.399)	0.624 (0.649)
District 1*Hispanic	–	0.306 (1.327)	–0.298 (1.329)	–0.331 (1.289)
District 2*Hispanic	–0.306 (1.327)	–	–0.604 (0.707)	–0.637 (0.628)
District 3*Hispanic	0.298 (1.329)	0.605 (0.707)	–	–0.033 (0.634)
District 4*Hispanic	0.331 (1.289)	0.637 (0.628)	0.033 (0.634)	–
District 5*Hispanic	0.626 (1.365)	0.932 (0.773)	0.328 (0.777)	0.295 (0.706)
District 7*Hispanic	0.954 (1.337)	1.261 (0.721)	0.656 (0.726)	0.624 (0.649)
Constant	13.809* (0.405)	12.356* (0.360)	12.681* (0.392)	12.482* (0.206)
N	12,909	12,909	12,909	12,909
F	29.89*	29.89*	29.89*	29.89*
R-Squared	0.015	0.015	0.015	0.015
Linear Hypothesis F	0.68	0.68	0.68	0.68

* $p < 0.05$

Table 1B: HLM Results for Differences in District-Level Disparity in Stop Length (Hispanic v. White)

	Reference Group	
	District 5	District 7
	Model D5 Stop Length	Model D7 Stop Length
Hispanic	1.032 (0.592)	1.361* (0.523)
District 1	2.439* (0.434)	2.439* (0.434)
District 2	0.987* (0.392)	0.987* (0.392)
District 3	1.311* (0.422)	1.311* (0.422)
District 4	1.112* (0.259)	1.112* (0.259)
District 5	–	0.971* (0.174)
District 7	–0.971* (0.174)	–
District 1*Hispanic	–0.626 (0.365)	0.954 (1.337)
District 2*Hispanic	–0.932 (0.773)	–1.261 (0.721)
District 3*Hispanic	–0.328 (0.777)	–0.656 (0.726)
District 4*Hispanic	–0.295 (0.706)	–0.624 (0.649)
District 5*Hispanic	–	–0.328 (0.790)
District 7*Hispanic	0.328 (0.790)	–
Constant	11.369* (0.157)	10.399* (0.076)
N	12,909	12,909
F	29.89*	29.89*
R-Squared	0.015	0.015
Linear Hypothesis F	0.68	0.68

* $p < 0.05$

Black v. White

Table 2A: Results for Differences in District-level Disparity in Stop Length (Black v. White)

	Reference Group			
	District 1	District 2	District 3	District 4
	Model D1 Stop Length	Model D2 Stop Length	Model D3 Stop Length	Model D4 Stop Length
Black	2.260 (1.640)	1.899 (1.625)	4.106 (3.093)	-0.407 (0.450)
District 1	-	1.773* (0.632)	0.960 (0.800)	1.512* (0.560)
District 2	-1.773* (0.632)	-	-0.813 (0.707)	-0.262 (0.417)
District 3	-0.960 (0.800)	0.813 (0.707)	-	0.552 (0.644)
District 4	-1.512* (0.560)	0.262 (0.417)	-0.552 (0.644)	-
District 5	-2.731* (0.547)	-0.958* (0.399)	-1.771* (0.632)	-1.220* (0.271)
District 7	-3.774* (0.525)	-2.000* (3.669)	-2.814* (0.614)	-2.262* (0.223)
District 1*Black	-	0.361 (2.309)	-1.845 (3.501)	2.667 (1.701)
District 2*Black	-0.361 (2.309)	-	-2.207 (3.494)	2.306 (1.686)
District 3*Black	1.845 (3.501)	2.207 (3.494)	-	4.513 (3.126)
District 4*Black	-2.667 (1.701)	-2.306 (1.686)	-4.512 (3.126)	-
District 5*Black	0.627 (2.152)	0.988 (2.140)	-1.218 (3.392)	3.294* (1.463)
District 7*Black	-1.446 (1.673)	-1.085 (1.658)	-3.292 (3.111)	1.221* (0.556)
Constant	14.233* (0.519)	12.460* (0.360)	13.274* (0.609)	12.722* (0.210)
N	10,827	10,827	10,827	10,827
F	21.17*	21.17*	21.17*	21.17*
R-Squared	0.024	0.024	0.024	0.024
Linear Hypothesis F	2.22*	2.22*	2.22*	2.22*

* $p < 0.05$

Table 2B: HLM Results for Differences in District-Level Disparity in Stop Length (Black v. White)

	Reference Group	
	District 5	District 7
	Model D5 Stop Length	Model D7 Stop Length
Black	2.888* (1.393)	0.814* (0.328)
District 1	2.731* (0.547)	3.774* (0.525)
District 2	0.958* (0.399)	2.000* (0.369)
District 3	1.771* (0.632)	2.814* (0.614)
District 4	1.220* (0.271)	2.262* (0.223)
District 5	–	1.043* (0.188)
District 7	-1.043* (0.188)	–
District 1*Black	-0.627 (2.152)	1.446 (1.673)
District 2*Black	-0.988 (2.140)	1.085 (1.658)
District 3*Black	1.218 (3.392)	3.292 (3.111)
District 4*Black	-3.294* (1.463)	-1.221* (0.556)
District 5*Black	–	2.073 (1.431)
District 7*Black	-2.073 (1.431)	–
Constant	11.502* (0.171)	10.460* (0.077)
N	10,827	10,827
F	21.17*	21.17*
R-Squared	0.024	0.024
Linear Hypothesis F	2.22*	2.22*

* $p < 0.05$

Minority v. White

Table 3A: Results for Differences in District-level Disparity in Stop Length (Minority v. White)

	Reference Group			
	District 1	District 2	District 3	District 4
	Model D1 Stop Length	Model D2 Stop Length	Model D3 Stop Length	Model D4 Stop Length
Minority	0.705 (0.839)	0.353 (0.481)	1.129 (0.637)	0.491 (0.312)
District 1	–	1.450* (0.512)	1.114* (0.542)	1.358* (0.431)
District 2	–1.450* (0.512)	–	–0.335 (0.514)	–0.091 (0.395)
District 3	–1.114* (0.542)	0.335 (0.514)	–	0.244 (0.433)
District 4	–1.358* (0.431)	0.091 (0.395)	–0.244 (0.433)	–
District 5	–2.354* (0.411)	–0.904* (0.374)	–1.239* (0.414)	–0.996* (0.252)
District 7	–3.361* (0.389)	–1.912* (0.349)	–2.247* (0.392)	–2.003* (0.213)
District 1* Minority	–	0.352 (0.967)	–0.423 (1.053)	0.215 (0.895)
District 2* Minority	–0.352 (0.967)	–	–0.775 (0.798)	–0.137 (0.573)
District 3* Minority	0.423 (1.053)	0.775 (0.798)	–	0.638 (0.709)
District 4* Minority	–0.215 (0.895)	0.137 (0.573)	–0.638 (0.709)	–
District 5* Minority	0.587 (0.964)	0.939 (0.676)	0.163 (0.794)	0.801 (0.569)
District 7* Minority	0.545 (0.920)	0.897 (0.612)	0.121 (0.741)	0.760 (0.491)
Constant	13.761* (0.382)	12.312* (0.341)	12.647* (0.385)	12.404* (0.200)
N	14,423	14,423	14,423	14,423
F	31.79*	31.79*	31.79*	31.79*
R-Squared	0.014	0.014	0.014	0.014
Linear Hypothesis F	0.92	0.92	0.92	0.92

* $p < 0.05$

Table 3B: HLM Results for Differences in District-Level Disparity in Stop Length (Minority v. White)

	Reference Group	
	District 5	District 7
	Model D5 Stop Length	Model D7 Stop Length
Minority	1.292* (0.475)	1.250* (0.379)
District 1	2.354* (0.411)	3.361* (0.389)
District 2	0.904* (0.374)	1.912* (0.349)
District 3	1.239* (0.414)	2.247* (0.392)
District 4	0.996* (0.252)	2.003* (0.213)
District 5	–	1.008* (0.170)
District 7	-1.008* (0.170)	–
District 1* Minority	-0.587 (0.964)	-0.545 (0.920)
District 2* Minority	-0.939 (0.676)	-0.897 (0.612)
District 3* Minority	-0.163 (0.794)	-0.122 (0.741)
District 4* Minority	-0.801 (0.569)	-0.760 (0.491)
District 5* Minority	–	0.041 (0.607)
District 7* Minority	-0.041 (0.607)	–
Constant	11.408* (0.153)	10.400* (0.074)
N	14,423	14,423
F	31.79*	31.79*
R-Squared	0.014	0.014
Linear Hypothesis F	0.92	0.92

* $p < 0.05$

Appendix F: Modeling District Differences in Disparity in Citation Outcomes

Models Excluding Offense Categories and Speed in Generating Propensity Scores

Hispanic v. White Drivers

Table 1A: Results for Differences in District-level Disparity in Citations, Odds Ratios (Hispanic v. White)

	Reference Group			
	District 1	District 2	District 3	District 4
	Model D1 Citations	Model D2 Citations	Model D3 Citations	Model D4 Citations
Hispanic	1.060 (0.121)	1.015 (0.078)	1.142 (0.105)	1.365* (0.168)
District 1	–	1.091 (0.094)	0.879 (0.072)	0.378* (0.029)
District 2	0.917 (0.079)	–	0.806* (0.061)	0.346* (0.025)
District 3	1.138 (0.093)	1.241* (0.095)	–	0.430* (0.028)
District 4	2.647* (0.205)	2.888* (0.206)	2.327* (0.154)	–
District 5	2.346* (0.181)	2.559* (0.181)	2.062* (0.136)	0.886* (0.053)
District 7	0.882 (0.065)	0.962 (0.065)	0.775* (0.048)	0.333* (0.019)
District 1*Hispanic	–	1.045 (0.144)	0.928 (0.136)	0.776 (0.130)
District 2*Hispanic	0.957 (0.132)	–	0.888 (0.106)	0.743* (0.107)
District 3*Hispanic	1.078 (0.158)	1.126 (0.135)	–	0.836 (0.128)
District 4*Hispanic	1.288 (0.216)	1.346* (0.195)	1.195 (0.184)	–
District 5*Hispanic	0.954 (0.135)	0.997 (0.113)	0.886 (0.110)	0.741* (0.110)
District 7*Hispanic	1.349* (0.201)	1.410* (0.172)	1.252 (0.166)	1.048 (0.163)
Constant	0.668* (0.043)	0.612* (0.035)	0.760* (0.038)	1.768* (0.076)
N	17,554	17,554	17,554	17,554
Wald X ²	828.07*	828.07*	828.07*	828.07*
Pseudo R-Squared	0.038	0.038	0.038	0.038
Linear Hypothesis X ²	12.55*	12.55*	12.55*	12.55*

*p<0.05

Table 1B: Results for Differences in District-level Disparity in Citations, Odds Ratios (Hispanic v. White)

	Reference Group	
	District 5	District 7
	Model D5 Citations	Model D7 Citations
Hispanic	1.012 (0.084)	1.430* (0.136)
District 1	0.426* (0.033)	1.134 (0.084)
District 2	0.391* (0.028)	1.039 (0.070)
District 3	0.485* (0.032)	1.290* (0.080)
District 4	1.129* (0.068)	3.002* (0.169)
District 5	–	2.660* (0.148)
District 7	0.376* (0.021)	–
District 1*Hispanic	1.048 (0.148)	0.741* (0.110)
District 2*Hispanic	1.003 (0.113)	0.709* (0.087)
District 3*Hispanic	1.129 (0.140)	0.799 (0.106)
District 4*Hispanic	1.349* (0.200)	0.955 (0.148)
District 5*Hispanic	–	0.707* (0.090)
District 7*Hispanic	1.414* (0.179)	–
Constant	1.566* (0.066)	0.589* (0.022)
N	17,554	17,554
Wald X^2	828.07*	828.07*
Pseudo R-Squared	0.038	0.038
Linear Hypothesis X^2	12.55*	12.55*

* $p < 0.05$

Black v. White Drivers

Table 2A: Results for Differences in District-level Disparity in Citations, Odds Ratios (Black v. White)

	Reference Group			
	District 1	District 2	District 3	District 4
	Model D1 Citations	Model D2 Citations	Model D3 Citations	Model D4 Citations
Black	1.039 (0.169)	0.983 (0.128)	0.904 (0.131)	0.741 (0.159)
District 1	–	1.041 (0.093)	0.842* (0.072)	0.375* (0.030)
District 2	0.960 (0.086)	–	0.809* (0.065)	0.360* (0.027)
District 3	1.187* (0.101)	1.236* (0.099)	–	0.445* (0.031)
District 4	2.667* (0.216)	2.777* (0.208)	2.247* (0.157)	–
District 5	2.532* (0.202)	2.637* (0.194)	2.122* (0.146)	0.949 (0.060)
District 7	0.904 (0.069)	0.941 (0.066)	0.761* (0.050)	0.339* (0.020)
District 1*Black	–	1.057 (0.220)	1.148 (0.250)	1.402 (0.378)
District 2*Black	0.946 (0.197)	–	1.087 (0.211)	1.327 (0.333)
District 3*Black	0.871 (0.190)	0.920 (0.179)	–	1.221 (0.316)
District 4*Black	0.713 (0.192)	0.754 (0.189)	0.819 (0.212)	–
District 5*Black	0.944 (0.207)	0.998 (0.196)	1.084 (0.231)	1.324 (0.345)
District 7*Black	0.945 (0.213)	0.999 (0.203)	1.086 (0.231)	1.325 (0.352)
Constant	0.611* (0.041)	0.587* (0.035)	0.726* (0.039)	1.630* (0.074)
N	14,233	14,233	14,233	14,233
Wald X^2	645.50*	645.50*	645.50*	645.50*
Pseudo R-Squared	0.038	0.038	0.038	0.038
Linear Hypothesis X^2	1.92	1.92	1.92	1.92

* $p < 0.05$

Table 2B: Results for Differences in District-level Disparity in Citations, Odds Ratios (Black v. White)

	Reference Group	
	District 5	District 7
	Model D5 Citations	Model D7 Citations
Black	0.981 (0.144)	0.982 (0.153)
District 1	0.395* (0.031)	1.106 (0.085)
District 2	0.379* (0.028)	1.062 (0.075)
District 3	0.469* (0.032)	1.313* (0.085)
District 4	1.053 (0.066)	2.951* (0.174)
District 5	–	2.801* (0.161)
District 7	0.357* (0.020)	–
District 1*Black	1.059 (0.233)	1.058 (0.238)
District 2*Black	1.002 (0.197)	1.001 (0.203)
District 3*Black	0.922 (0.190)	0.921 (0.196)
District 4*Black	0.755 (0.197)	0.754 (0.200)
District 5*Black	–	0.999 (0.214)
District 7*Black	1.001 (0.215)	–
Constant	1.548* (0.067)	0.552* (0.021)
N	14,233	14,233
Wald X^2	645.50*	645.50*
Pseudo R-Squared	0.038	0.038
Linear Hypothesis X^2	1.92	1.92

* $p < 0.05$

Minority v. White Drivers

Table 3A: Results for Differences in District-level Disparity in Citations, Odds Ratios (Minority v. White)

	Reference Group			
	District 1	District 2	District 3	District 4
	Model D1 Citations	Model D2 Citations	Model D3 Citations	Model D4 Citations
Minority	1.033 (0.101)	0.988 (0.071)	1.047 (0.084)	1.077 (0.106)
District 1	–	1.109 (0.095)	0.888 (0.072)	0.369* (0.028)
District 2	0.902 (0.077)	–	0.801* (0.061)	0.333* (0.024)
District 3	1.126 (0.092)	1.249* (0.095)	–	0.415* (0.027)
District 4	2.712* (0.208)	3.006* (0.212)	2.408* (0.158)	–
District 5	2.313* (0.177)	2.565* (0.181)	2.054* (0.134)	0.853* (0.051)
District 7	0.896 (0.066)	0.933 (0.067)	0.796* (0.049)	0.330* (0.018)
District 1*Minority	–	1.046 (0.127)	0.986 (0.125)	0.959 (0.133)
District 2*Minority	0.956 (0.116)	–	0.943 (0.102)	0.917 (0.112)
District 3*Minority	1.014 (0.128)	1.060 (0.115)	–	0.972 (0.124)
District 4*Minority	1.043 (0.144)	1.090 (0.133)	1.028 (0.131)	–
District 5*Minority	0.932 (0.113)	0.974 (0.100)	0.919 (0.100)	0.894 (0.109)
District 7*Minority	1.259 (0.154)	1.317* (0.136)	1.242* (0.136)	1.208 (0.149)
Constant	0.678* (0.043)	0.612* (0.035)	0.764* (0.038)	1.839* (0.077)
N	19,785	19,785	19,785	19,785
Wald X^2	911.03*	911.03*	911.03*	911.03*
Pseudo R-Squared	0.035	0.035	0.035	0.035
Linear Hypothesis X^2	10.41	10.41	10.41	10.41

* $p < 0.05$

Table 3B: Results for Differences in District-level Disparity in Citations, Odds Ratios (Minority v. White)

	Reference Group	
	District 5	District 7
	Model D5 Citations	Model D7 Citations
Minority	0.923 (0.070)	1.301* (0.097)
District 1	0.432* (0.033)	1.116 (0.082)
District 2	0.390* (0.028)	1.007 (0.068)
District 3	0.487* (0.032)	1.257* (0.078)
District 4	1.172* (0.070)	3.026* (0.168)
District 5	–	2.582* (0.143)
District 7	0.387* (0.021)	–
District 1*Minority	1.073 (0.130)	0.794 (0.097)
District 2*Minority	1.026 (0.104)	0.759* (0.079)
District 3*Minority	1.088 (0.118)	0.805* (0.088)
District 4*Minority	1.119 (0.137)	0.828 (0.102)
District 5*Minority	–	0.740* (0.077)
District 7*Minority	1.351* (0.140)	–
Constant	1.569* (0.066)	0.608* (0.022)
N	19,785	19,785
Wald X^2	911.03*	911.03*
Pseudo R-Squared	0.035	0.035
Linear Hypothesis X^2	10.41	10.41

* $p < 0.05$

Models Including Offense Categories and Speed in Generating Propensity Scores

Hispanic v. White

Table 4A: Results for Differences in District-level Disparity in Citations, Odds Ratios (Hispanic v. White)

	Reference Group			
	District 1	District 2	District 3	District 4
	Model D1 Citations	Model D2 Citations	Model D3 Citations	Model D4 Citations
Hispanic	1.088 (0.126)	1.014 (0.078)	1.166 (0.110)	1.455* (0.181)
District 1	–	1.066 (0.093)	0.854 (0.071)	0.382* (0.030)
District 2	0.938 (0.082)	–	0.801* (0.062)	0.358* (0.026)
District 3	1.171 (0.097)	1.248* (0.096)	–	0.447* (0.030)
District 4	2.620* (0.206)	2.793* (0.202)	2.238* (0.151)	–
District 5	2.378* (0.185)	2.534* (0.181)	2.031* (0.136)	0.908 (0.055)
District 7	0.910 (0.068)	0.970 (0.066)	0.777* (0.049)	0.347* (0.020)
District 1*Hispanic	–	1.073 (0.150)	0.933 (0.140)	0.748 (0.127)
District 2*Hispanic	0.932 (0.130)	–	0.870 (0.106)	0.697* (0.102)
District 3*Hispanic	1.072 (0.160)	1.149 (0.140)	–	0.801 (0.125)
District 4*Hispanic	1.337 (0.227)	1.434* (0.210)	1.248 (0.194)	–
District 5*Hispanic	0.996 (0.143)	1.068 (0.122)	0.929 (0.118)	0.745* (0.112)
District 7*Hispanic	1.394* (0.211)	1.495* (0.185)	1.301 (0.176)	1.042 (0.164)
Constant	0.663* (0.043)	0.622* (0.036)	0.777* (0.040)	1.738* (0.076)
N	17,554	17,554	17,554	17,554
Wald χ^2	792.07*	792.07*	792.07*	792.07*
Pseudo R-Squared	0.036	0.036	0.036	0.036
Linear Hypothesis χ^2	14.89*	14.89*	14.89*	14.89*

* $p < 0.05$

Table 4B: Results for Differences in District-level Disparity in Citations, Odds Ratios (Hispanic v. White)

	Reference Group	
	District 5	District 7
	Model D5 Citations	Model D7 Citations
Hispanic	1.083 (0.092)	1.517* (0.147)
District 1	0.421* (0.033)	1.099 (0.083)
District 2	0.395* (0.028)	1.031 (0.071)
District 3	0.492* (0.033)	1.287* (0.082)
District 4	1.102 (0.067)	2.879* (0.164)
District 5	–	2.613* (0.147)
District 7	0.383* (0.022)	–
District 1*Hispanic	1.004 (0.144)	0.717* (0.109)
District 2*Hispanic	0.936 (0.107)	0.699* (0.083)
District 3*Hispanic	1.076 (0.136)	0.769 (0.104)
District 4*Hispanic	1.343* (0.202)	0.959 (0.151)
District 5*Hispanic	–	0.714* (0.092)
District 7*Hispanic	1.400* (0.180)	–
Constant	1.577* (0.067)	0.604* (0.022)
N	17,554	17,554
Wald X^2	792.07*	792.07*
Pseudo R-Squared	0.036	0.036
Linear Hypothesis X^2	14.89*	14.89*

* $p < 0.05$

Black v. White

Table 5A: Results for Differences in District-level Disparity in Citations, Odds Ratios (Black v. White)

	Reference Group			
	District 1	District 2	District 3	District 4
	Model D1 Citations	Model D2 Citations	Model D3 Citations	Model D4 Citations
Black	1.068 (0.174)	1.001 (0.129)	0.924 (0.134)	0.751 (0.160)
District 1	–	1.055 (0.095)	0.795* (0.068)	0.385* (0.031)
District 2	0.948 (0.085)	–	0.753* (0.060)	0.365* (0.027)
District 3	1.258* (0.108)	1.327* (0.106)	–	0.484* (0.034)
District 4	2.598* (0.211)	2.740* (0.206)	2.065* (0.145)	–
District 5	2.620* (0.209)	2.764* (0.203)	2.082* (0.143)	1.009 (0.063)
District 7	0.966 (0.075)	1.019 (0.072)	0.768* (0.050)	0.372* (0.022)
District 1*Black	–	1.066 (0.222)	1.156 (0.252)	1.422 (0.382)
District 2*Black	0.938 (0.195)	–	1.084 (0.210)	1.334 (0.333)
District 3*Black	0.865 (0.189)	0.923 (0.179)	–	1.231 (0.318)
District 4*Black	0.703 (0.189)	0.750 (0.187)	0.813 (0.210)	–
District 5*Black	0.932 (0.204)	0.994 (0.194)	1.077 (0.221)	1.326 (0.343)
District 7*Black	0.913 (0.206)	0.974 (0.197)	1.055 (0.225)	1.299 (0.344)
Constant	0.616* (0.041)	0.584* (0.035)	0.775* (0.041)	1.600* (0.073)
N	14,233	14,233	14,233	14,233
Wald X^2	604.26*	604.26*	604.26*	604.26*
Pseudo R-Squared	0.036	0.036	0.036	0.036
Linear Hypothesis X^2	1.99	1.99	1.99	1.99

* $p < 0.05$

Table 5B: HLM Results for Differences in District-Level Disparity in Citations (Black v. White)

	Reference Group	
	District 5	District 7
	Model D5 Citations	Model D7 Citations
Black	0.995 (0.145)	0.975 (0.152)
District 1	0.382* (0.030)	1.035 (0.080)
District 2	0.362* (0.027)	0.981 (0.069)
District 3	0.480* (0.033)	1.302 (0.085)
District 4	0.992 (0.062)	2.689* (0.159)
District 5	–	2.712* (0.155)
District 7	0.369* (0.021)	–
District 1*Black	1.073 (0.235)	1.095 (0.247)
District 2*Black	1.006 (0.196)	1.027 (0.208)
District 3*Black	0.928 (0.191)	0.948 (0.202)
District 4*Black	0.754 (0.195)	0.770 (0.204)
District 5*Black	–	1.021 (0.218)
District 7*Black	0.980 (0.209)	–
Constant	1.614* (0.070)	0.595* (0.022)
N	14,233	14,233
Wald X^2	604.26*	604.26*
Pseudo R-Squared	0.036	0.036
Linear Hypothesis X^2	1.99	1.99

* $p < 0.05$

Minority v. White

Table 6A: Results for Differences in District-level Disparity in Citations, Odds Ratios (Minority v. White)

	Reference Group			
	District 1	District 2	District 3	District 4
	Model D1 Citations	Model D2 Citations	Model D3 Citations	Model D4 Citations
Minority	1.048 (0.103)	0.987 (0.071)	1.061 (0.086)	1.120 (0.111)
District 1	–	1.088 (0.094)	0.860 (0.071)	0.373* (0.029)
District 2	0.919 (0.079)	–	0.790 (0.060)	0.342* (0.024)
District 3	1.163 (0.096)	1.266* (0.097)	–	0.433* (0.029)
District 4	2.684* (0.208)	2.921* (0.208)	2.307* (0.153)	–
District 5	2.352* (0.181)	2.560* (0.182)	2.022* (0.133)	0.876* (0.052)
District 7	0.924 (0.068)	1.005 (0.068)	0.794* (0.050)	0.344* (0.019)
District 1*Minority	–	1.062 (0.130)	0.988 (0.126)	0.936 (0.131)
District 2*Minority	0.942 (0.115)	–	0.930 (0.101)	0.882 (0.108)
District 3*Minority	1.013 (0.129)	1.075 (0.117)	–	0.948 (0.122)
District 4*Minority	1.068 (0.149)	1.134 (0.139)	1.055 (0.136)	–
District 5*Minority	0.956 (0.117)	1.015 (0.104)	0.944 (0.103)	0.895 (0.110)
District 7*Minority	1.278* (0.158)	1.357* (0.142)	1.262* (0.140)	1.196 (0.149)
Constant	0.676* (0.044)	0.621* (0.035)	0.787* (0.040)	1.815* (0.077)
N	19,785	19,785	19,785	19,785
Wald X^2	877.08*	877.08*	877.08*	877.08*
Pseudo R-Squared	0.035	0.035	0.035	0.035
Linear Hypothesis X^2	11.03	11.03	11.03	11.03

* $p < 0.05$

Table 6B: HLM Results for Differences in District-Level Disparity in Citations (Minority v. White)

	Reference Group	
	District 5	District 7
	Model D5 Citations	Model D7 Citations
Minority	1.002 (0.073)	1.339* (0.101)
District 1	0.425* (0.033)	1.083 (0.080)
District 2	0.391* (0.028)	0.995 (0.067)
District 3	0.495* (0.033)	1.260* (0.079)
District 4	1.141* (0.068)	2.906* (0.163)
District 5	–	2.546* (0.142)
District 7	0.393* (0.022)	–
District 1*Minority	1.046 (0.128)	0.783* (0.097)
District 2*Minority	0.985 (0.101)	0.737* (0.077)
District 3*Minority	1.059 (0.116)	0.792* (0.088)
District 4*Minority	1.117 (0.138)	0.836 (0.104)
District 5*Minority	–	0.748* (0.078)
District 7*Minority	1.336* (0.140)	–
Constant	1.590* (0.067)	0.625* (0.023)
N	19,785	19,785
Wald X^2	877.08*	877.08*
Pseudo R-Squared	0.035	0.035
Linear Hypothesis X^2	11.03	11.03

* $p < 0.05$

Appendix G: Modeling District Differences in Disparity in Arrest Outcomes

Hispanic v. White

Table 1A: Results for Differences in District-level Disparity in Arrests, Odds Ratios (Hispanic v. White)

	Reference Group			
	District 1	District 2	District 3	District 4
	Model D1 Arrests	Model D2 Arrests	Model D3 Arrests	Model D4 Arrests
Hispanic	2.299* (0.502)	1.444 (0.322)	1.668 (0.470)	1.671* (0.386)
District 1	–	1.721* (0.402)	2.102* (0.503)	0.944 (0.172)
District 2	0.581* (0.136)	–	1.221 (0.313)	0.548* (0.112)
District 3	0.476* (0.114)	0.819 (0.210)	–	0.449* (0.094)
District 4	1.060 (0.193)	1.824* (0.373)	2.228* (0.469)	–
District 5	2.090* (0.351)	3.598* (0.690)	4.395* (0.872)	1.972* (0.244)
District 7	0.497* (0.093)	0.855 (0.179)	1.045 (0.225)	0.469* (0.070)
District 1*Hispanic	–	1.592 (0.497)	1.379 (0.491)	1.376 (0.437)
District 2*Hispanic	0.628 (0.196)	–	0.866 (0.311)	0.864 (0.278)
District 3*Hispanic	0.725 (0.258)	1.155 (0.415)	–	0.998 (0.364)
District 4*Hispanic	0.727 (0.231)	1.157 (0.371)	1.002 (0.365)	–
District 5*Hispanic	0.483* (0.125)	0.769 (0.202)	0.666 (0.209)	0.664 (0.179)
District 7*Hispanic	0.704 (0.231)	1.120 (0.372)	0.970 (0.362)	0.968 (0.327)
Constant	0.049* (0.007)	0.285* (0.005)	0.023* (0.004)	0.052* (0.005)
N	17,554	17,554	17,554	17,554
Wald X^2	234.04	234.04	234.04	234.04
Pseudo R-Squared	0.038	0.038	0.038	0.038
Linear Hypothesis X^2	9.00	9.00	9.00	9.00

* $p < 0.05$

Table 1B: Results for Differences in District-level Disparity in Arrests, Odds Ratios (Hispanic v. White)

	Reference Group	
	District 5	District 7
	Model D5 Arrests	Model D7 Arrests
Minority	1.110 (0.153)	1.618* (0.397)
District 1	0.478* (0.080)	2.013* (0.378)
District 2	0.278* (0.053)	1.169 (0.245)
District 3	0.228* (0.045)	0.957 (0.206)
District 4	0.507* (0.063)	2.133* (0.319)
District 5	–	4.207* (0.555)
District 7	0.238* (0.031)	–
District 1*Minority	2.071* (0.535)	1.421 (0.467)
District 2*Minority	1.301 (0.341)	0.893 (0.296)
District 3*Minority	1.502 (0.471)	1.031 (0.348)
District 4*Minority	1.505 (0.405)	1.033 (0.348)
District 5*Minority	–	0.686 (0.193)
District 7*Minority	1.457 (0.411)	–
Constant	0.102* (0.007)	0.024 (0.003)
N	17,554	17,554
Wald X^2	234.04	234.04
Pseudo R-Squared	0.038	0.038
Linear Hypothesis X^2	9.00	9.00

* $p < 0.05$

Black v. White

Table 2A: Results for Differences in District-level Disparity in Arrests, Odds Ratios (Black v. White)

	Reference Group			
	District 1	District 2	District 3	District 4
	Model D1 Arrests	Model D2 Arrests	Model D3 Arrests	Model D4 Arrests
Black	0.733 (0.325)	0.876 (0.348)	1.850 (0.687)	0.649 (0.305)
District 1	–	1.678* (0.407)	1.844* (0.461)	0.846 (0.161)
District 2	0.596* (0.144)	–	1.099 (0.294)	0.504 (0.107)
District 3	0.542* (0.135)	0.910 (0.244)	–	0.459* (0.102)
District 4	1.182 (0.225)	1.984* (0.422)	2.180* (0.483)	–
District 5	2.305* (0.402)	3.868* (0.769)	4.251* (0.884)	1.950* (0.254)
District 7	0.502* (0.099)	0.843 (0.184)	0.926 (0.210)	0.425* (0.067)
District 1*Black	–	0.836 (0.498)	0.396 (0.229)	1.129 (0.729)
District 2*Black	1.196 (0.712)	–	0.474 (0.257)	1.350 (0.831)
District 3*Black	2.525 (1.460)	2.111 (1.148)	–	2.850 (1.707)
District 4*Black	0.886 (0.573)	0.741 (0.456)	0.351 (0.210)	–
District 5*Black	1.523 (0.751)	1.273 (0.576)	0.603 (0.259)	1.719 (0.889)
District 7*Black	1.782 (1.062)	1.490 (0.838)	0.706 (0.384)	2.011 (1.240)
Constant	0.052 (0.008)	0.031* (0.006)	0.028* (0.005)	0.061* (0.007)
N	14,233	14,233	14,233	14,233
Wald X^2	118.30	118.30	118.30	118.30
Pseudo R-Squared	0.043	0.043	0.043	0.043
Linear Hypothesis X^2	4.57	4.57	4.57	4.57

* $p < 0.05$

Table 2B: Results for Differences in District-level Disparity in Arrests, Odds Ratios (Black v. White)

	Reference Group	
	District 5	District 7
	Model D5 Arrests	Model D7 Arrests
Black	1.116 (0.241)	1.306 (0.520)
District 1	0.434* (0.076)	1.992* (0.391)
District 2	0.259* (0.051)	1.187 (0.259)
District 3	0.235* (0.049)	1.080 (0.245)
District 4	0.513* (0.067)	2.354* (0.373)
District 5	–	4.590* (0.640)
District 7	0.218* (0.030)	–
District 1*Black	0.657 (0.323)	0.561 (0.334)
District 2*Black	0.785 (0.355)	0.671 (0.378)
District 3*Black	1.658 (0.711)	1.417 (0.772)
District 4*Black	0.582 (0.301)	0.497 (0.306)
District 5*Black	–	0.855 (0.387)
District 7*Black	1.170 (0.530)	–
Constant	0.120* (0.009)	0.026* (0.003)
N	14,233	14,233
Wald X^2	118.30	118.30
Pseudo R-Squared	0.043	0.043
Linear Hypothesis X^2	4.57	4.57

* $p < 0.05$

Minority v. White

Table 3A: Results for Differences in District-level Disparity in Arrests, Odds Ratios (Minority v. White)

	Reference Group			
	District 1	District 2	District 3	District 4
	Model D1 Arrests	Model D2 Arrests	Model D3 Arrests	Model D4 Arrests
Minority	1.667* (0.341)	1.298 (0.278)	1.716* (0.431)	1.296 (0.270)
District 1	–	1.762* (0.409)	2.152* (0.512)	0.975 (0.176)
District 2	0.568* (0.132)	–	1.221 (0.312)	0.554* (0.112)
District 3	0.465* (0.111)	0.819 (0.209)	–	0.453* (0.095)
District 4	1.025 (0.185)	1.807* (0.366)	2.206* (0.461)	–
District 5	2.089* (0.348)	3.680* (0.702)	4.494* (0.888)	2.037* (0.249)
District 7	0.512* (0.095)	0.901 (0.187)	1.101 (0.235)	0.499* (0.073)
District 1*Minority	–	1.284 (0.381)	0.971 (0.341)	1.286 (0.376)
District 2*Minority	0.779 (0.231)	–	0.756 (0.250)	1.001 (0.299)
District 3*Minority	1.030 (0.333)	1.322 (0.436)	–	1.324 (0.432)
District 4*Minority	0.778 (0.227)	0.999 (0.299)	0.755 (0.246)	–
District 5*Minority	0.679 (0.161)	0.871 (0.274)	0.659 (0.183)	0.872 (0.209)
District 7*Minority	0.982 (0.279)	1.261 (0.367)	0.954 (0.304)	1.263 (0.362)
Constant	0.049* (0.007)	0.028* (0.005)	0.023* (0.004)	0.050* (0.005)
N	19,785	19,785	19,785	19,785
Wald X^2	253.10*	253.10*	253.10*	253.10*
Pseudo R-Squared	0.036	0.036	0.036	0.036
Linear Hypothesis X^2	5.21	5.21	5.21	5.21

* $p < 0.05$

Table 3B: Results for Differences in District-level Disparity in Arrests, Odds Ratios (Minority v. White)

	Reference Group	
	District 5	District 7
	Model D5 Arrests	Model D7 Arrests
Minority	1.131 (0.135)	1.637* (0.322)
District 1	0.479* (0.080)	1.955* (0.363)
District 2	0.272* (0.052)	1.109 (0.230)
District 3	0.223* (0.044)	0.908 (0.194)
District 4	0.491* (0.060)	2.004 (0.295)
District 5	–	4.083* (0.531)
District 7	0.245* (0.032)	–
District 1*Minority	1.474 (0.349)	1.018 (0.289)
District 2*Minority	1.148 (0.281)	0.793 (0.231)
District 3*Minority	1.517 (0.421)	1.049 (0.334)
District 4*Minority	1.146 (0.275)	0.792 (0.227)
District 5*Minority	–	0.691 (0.691)
District 7*Minority	1.447 (0.333)	–
Constant	0.103* (0.007)	0.025* (0.003)
N	19,785	19,785
Wald X^2	253.10*	253.10*
Pseudo R-Squared	0.036	0.036
Linear Hypothesis X^2	5.21	5.21

* $p < 0.05$

Appendix H: Findings from Reviews of Stops Relevant to the Disparity Identified in this Report

District 1

Disparity in Arrests Between Hispanic and White drivers.

In District 1, we found disparity in arrests for Hispanic drivers. We reviewed the arrests to determine whether bias could be identified as factor in any of the arrests. Incident Reports, VSCF, and BWC footage were reviewed to achieve this.

At MCSO arrests occur in different ways. The first is when a driver is charged with a misdemeanor criminal offense and the driver is “cited and released.” In these cases, the driver is not placed in custody, with the exception of DUIs, where a driver is detained in order to gather biological samples related to driving under the influence. The second type of arrest is a custodial arrest which occurs when the driver is detained and booked into jail. Below are all arrests of White and Hispanic drivers and clarification of the reason and circumstances of the arrest. No indicia of bias were identified in the review process. MC numbers for all arrests are available in the data submitted to the Monitor’s team and parties.

There were a total of 47 arrests of Hispanic drivers in District 1 (9.8% of traffic stops) while there were a total of 48 arrests of White drivers in District 1 (4.70% of traffic stops). District 1 had a higher proportion of warrant arrests of Hispanic drivers. Specifically, 11 out of 478 stops (2.30%) of Hispanic drivers were arrests on existing warrants. Whereas there were only 13 warrant arrests out of 1,021 stops (1.27%) of White drivers in District 1. Additionally, District 1 had a higher proportion of cite and release arrests of Hispanic drivers for criminal speed. Nearly 3 percent (N = 15) of Hispanic drivers in District 1 were cited and released for criminal speed whereas about 1 percent (N = 12) of White drivers were cited and released for criminal speed in District 1. There was a higher proportion of DUI arrests of Hispanic drivers in District 1. There were a total of 8 arrests of Hispanic drivers (1.67%) for DUI and only 4 arrests of White drivers (0.39%) for DUI.

Additional arrests of Hispanic and White drivers in District 1 were as follows. Hispanic drivers were arrested (cite and release) on 6 occasions (1.26%) for driving on a suspended license (ARS 28-3473A). Fifteen White drivers (1.47%) were arrested (cite and release) for driving on a suspended license. Three Hispanic drivers (0.63%) were arrested for reckless driving (ARS 28-693A) and one White driver (0.10%) was arrested for reckless driving. There was one arrest of Hispanic driver for aggressive driving (ARS 28-695) and no arrests of White drivers for this statute. Deputies arrested two Hispanic drivers for failure to comply with a police officer (ARS 28-622.01) and no White drivers were arrested for this statute. In both cases, the drivers fled when the deputy attempted to stop the vehicles.

One Hispanic driver was arrested for endangerment (ARS 13-1201). During this stop, the driver was stopped while driving a stolen vehicle. There was a child in the car who was not in a car seat. There was drug paraphernalia strewn about the car including tin foil within reach of the child. The driver also had an active warrant out of Phoenix PD. Two stops of Hispanic drivers that were coded as arrests were stops where the driver was cited for ARS 28-3151A, driving without a valid license. This was a civil offense, not criminal. During these two stops, no arrests were made.

One White driver was arrested for Weapons Misconduct (ARS 13-3102A2). One White driver was arrested for drug possession (ARS 13-3408 and 13-3407). One White driver was arrested for drug paraphernalia (ARS 13-3415A). Two White drivers were arrested for driving on suspended plates (ARS 28-2531B1). These two arrests were cited and release arrests.

Disparity in Citations Between Minority and White Drivers

The citation rate for Minority drivers in District 1 was 43.38 percent. The citation rate for White drivers in District 1 was 43.64 percent. Results from the propensity score matching indicated that the difference in citation rates between Hispanic and White drivers was 5.28 percent (when using violation type and speed as matching variables) or 5.06 percent (when excluding violation type and speed as matching variables).

Based on the results of the propensity score matching, MCSO identified citations and warnings for Minority and White drivers to determine whether drivers were cited/warned at different rates for the same offenses. Table D1 below identifies all ARS statutes that Minority and White drivers were cited or warned for in District 1. For each ARS statute MCSO conducted an independent samples t-test for difference in proportions to determine if the difference in citation/warning rates between Minority and White drivers was statistically significant. There were 33 different statutes in District 1 which had different citation rates between White and Minority or Minority and White drivers. After comparing citation/warning rates for stops cited or warned for these statutes, MCSO identified statistically significant difference ($p < 0.05$) in citation rates for ARS 28-2354A1 and ARS 28-4139A in District 1. MCSO reviewed stops that led to this disparity and identified the following.

Table D1: Citation/Warning Rates for all ARS statutes cited or warned in District 1					
ARS Violation	Cite (Percent)		Warn (Percent)		Percent difference in citation rate
	Minority	White	Minority	White	
13-1201 Endangerment	2 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
13-2508A3 Resisting Arrest	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
13-2906A Obstructing roadway	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
13-3102 Misconduct involving weapons	0 (0.00%)	2 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
13-3415A Paraphernalia	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-1381A1 DUI	4 (100.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-1381A2 DUI	3 (100.00%)	2 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-1381A3 DUI	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-1382A1 DUI	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-1382A2 DUI	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-1383A5 DUI	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-1595B Refuse to provide DL	0 (0.00%)	1 (50.00%)	0 (0.00%)	1 (50.00%)	N/A
28-2153A Registration	49 (53.26%)	63 (44.06%)	43 (46.74%)	80 (55.94%)	9.20%
28-2158C Registration	1 (50.00%)	2 (50.00%)	1 (50.00%)	2 (50.00%)	0.00%
28-2322 License plate	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-2354A1 License plate	5 (35.71%)	0 (0.00%)	9 (64.29%)	15 (100.00%)	30.76%*
28-2354B License plate	0 (0.00%)	0 (0.00%)	7 (100.00%)	1 (100.00%)	N/A
28-2354B1 License plate	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-2354B3 License plate	0 (0.00%)	0 (0.00%)	3 (100.00%)	5 (100.00%)	0.00%
28-2354D Obscured plate	2 (40.00%)	4 (50.00%)	3 (60.00%)	4 (50.00%)	-30.00%
28-2531B1 Fictitious plate	1 (100.00%)	3 (75.00%)	0 (0.00%)	1 (25.00%)	25.00%
28-2531B9 Inoperable veh.	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-2532A Registration	22 (66.67%)	66 (76.74%)	11 (33.33%)	20 (23.26%)	-10.07%
28-3151A No Driver's License	56 (96.55%)	12 (85.71%)	2 (3.45%)	2 (14.29%)	10.84%
28-3154B2 Instruction Permit	1 (100%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-3156B Instruction Permit	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-3169A Possession of DL	4 (57.14%)	1 (50.00%)	3 (42.86%)	1 (50.00%)	7.14%
28-3316 Suspended license	1 (100.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-3473A Suspended license	18 (94.74%)	18 (100.00%)	1 (5.26%)	0 (0.00%)	-5.26%
28-3478 Altered license	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-3480 Restricted driving	0 (0.00%)	1 (50.00%)	0 (0.00%)	1 (50.00%)	N/A
28-3482A Suspended license	4 (100.00%)	4 (80.00%)	0 (0.00%)	1 (20.00%)	20.00%
28-4135A Insurance	23 (2.93%)	20 (1.96%)	4 (0.51%)	1 (0.10%)	-10.05%
28-4135B Insurance	2 (100.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-4135C Insurance	39 (4.96%)	30 (2.94%)	5 (0.64%)	6 (0.59%)	5.31%
28-4139A Suspended Plate	7 (0.89%)	1 (0.10%)	0 (0.00%)	1 (0.10%)	50.00%*
28-448A Address change	0 (0.00%)	0 (0.00%)	1 (0.13%)	0 (0.00%)	N/A
28-4547A2 Temp. Tags	1 (0.13%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-644A1 Obey traffic control device	4 (0.51%)	3 (0.29%)	17 (2.16%)	13 (1.27%)	1.02%
28-644A2 Obey traffic control device	1 (0.13%)	1 (0.10%)	1 (0.13%)	2 (0.20%)	66.67%
28-645A3A Red light violation	8 (1.02%)	10 (0.98%)	11 (1.40%)	16 (1.57%)	3.65%
28-645A3B No right on red	3 (33.33%)	2 (12.50%)	6 (66.67%)	14 (87.50%)	19.04%
28-645A3C Yield to Peds	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A

	Cite (Percent)		Warn (Percent)		Percent difference in citation rate
	Minority	White	Minority	White	
ARS Violation					
28-645B Yield to Peds	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-647.2 Flashing yellow signal	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-651 Use of private prop. To avoid traffic control	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-665A1 Striking road features	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-693A Reckless Driving	5 (100.00%)	3 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-694A Wrong Way Driving	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-695A1 Aggressive Driving	1 (50.00%)	0 (0.00%)	1 (50.00%)	0 (0.00%)	N/A
28-701.02A2 Criminal Speed	12 (100.00%)	17 (100.00%)	0 (0.00%)	0 (100.00%)	10.53%
28-701.02A3 Criminal Speed	8 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-701A Speed	132 (68.39%)	225 (68.40%)	61 (31.61%)	104 (31.61%)	<0.01%
28-701E Driving too slow	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-704A Minimum speed	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-708A Racing	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-721A Driving on Shoulder	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-724B Overtaking on Right	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-728B One-Way Road	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100%)	N/A
28-729.1 Stay in Lane	5 (20.00%)	4 (15.38%)	20 (80.00%)	22 (84.62%)	4.62%
28-729.2 Passing in center lane	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-730A Tailgating	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-731 Crossing median	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (100.00%)	N/A
28-737A HOV Lane	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-751.1 Improper Turn	1 (50.00%)	1 (16.67%)	1 (50.00%)	5 (83.33%)	33.33%
28-751.2 Improper Turn	0 (0.00%)	1 (25.00%)	2 (100.00%)	3 (75.00%)	-75.00%
28-754A	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (100%)	N/A
28-754B Fail to signal	0 (0.00%)	1 (25.00%)	4 (100.00%)	3 (75.00%)	-25.00%
28-772 Failure to Yield-Left	1 (100.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-773 Failure to Yield-Intersection	2 (16.67%)	2 (25.00%)	10 (83.33%)	6 (75.00%)	-8.33%
28-775A1 Yield to EV	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-775A3 Yield to EV	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-792A ROW Crosswalk	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-797F School Zone	0 (0.00%)	3 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-797H School Zone	2 (100.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-855B Stop Sign	31 (28.70%)	13 (17.11%)	77 (71.30%)	63 (82.89%)	11.59%
28-856.1 Exiting private drive	0 (0.00%)	2 (40.00%)	2 (100.00%)	3 (60.00%)	-60.00%
28-857A1 School Bus Stop	1 (50.00%)	2 (100.00%)	1 (50.00%)	0 (0.00%)	-50.00%
28-871A Parking	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-873A1 Parking on Sidewalk	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-907A Child restraints	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-914A1A Cell Phone	4 (22.22%)	6 (33.33%)	14 (77.78%)	12 (66.67%)	-11.11%
28-914A1B Cell Phone	1 (50.00%)	0 (0.00%)	1 (50.00%)	2 (100.00%)	50.00%
28-922 Head lights	1 (8.33%)	2 (9.09%)	13 (91.66%)	22 (90.91%)	-1.19
28-924A Head lamps	0 (0.00%)	0 (0.00%)	3 (0.38%)	2 (0.20%)	0.00%
28-925A Tail lamps	1 (3.33%)	0 (0.00%)	29 (96.67%)	32 (100.00%)	3.33%
28-925C Tail lamps	1 (4.17%)	5 (14.71%)	23 (23.98%)	29 (85.29%)	-13.07%
28-926A1 Reflectors	0 (0.00%)	0 (0.00%)	1 (100.00%)	2 (100.00%)	0.00%
28-927 Stop Lamps	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-939A1 Brake lights	2 (40.00%)	0 (0.00%)	3 (60.00%)	1 (100.00%)	40.00%

	Cite (Percent)		Warn (Percent)		Percent difference in citation rate
	Minority	White	Minority	White	
28-939B1 Broken brake lights	0 (0.00%)	1 (9.09%)	2 (100.00%)	11 (90.91%)	-9.09%
28-939B2 Broken tail lights	0 (0.00%)	0 (0.00%)	2 (100.00%)	1 (100.00%)	0.00%
28-946A Broken tail light	0 (0.00%)	0 (0.00%)	2 (100.00%)	6 (100.00%)	0.00%
28-964A Minor on OHV (helmet)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-955A Muffler Noise	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-957.01A Windshield wipers	0 (0.00%)	1 (100.00%)	1 (100.00%)	0 (0.00%)	100%
28-981A1 Unsafe vehicle	1 (100.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
4-244.34 Underage DUI	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
4-251A2 Open container	1 (100.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
73-03	0 (0.00%)	0 (0.00%)	7 (100.00%)	3 (100.00%)	0.00%
FMC-393.24A	0 (0.00%)	0 (0.00%)	1 (100.00%)	1 (100.00%)	0.00%
FMC-393.60D	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
*p<0.05					

Citations/Warnings of Minority and White Drivers for ARS 28-2354A

ARS 28-2354A requires that all vehicles display a license plate on their vehicle. Five minority drivers were cited for this violation while no White drivers were cited for the violation in District 1. Nine Minority drivers were issued warnings for this violation and all 15 stops of White drivers with this violation received warnings. MCSO reviewed all stops in District 1 where ARS 28-2354A was either cited or warned to compare the circumstances of the stop and identify any indicia of potential bias.

Citations issued to Minority drivers for ARS 28-2354A

- MC22166293 was a stop of an African American driver. The driver was stopped for not having a license plate on their vehicle. Upon contacting the driver, the deputy determined that the vehicle had no current registration and was not insured. A citation was issued for each of these violations.
- MC22156452 was a stop of a Hispanic driver for reckless driving. During the stop, the deputy discovered that the license plate on the vehicle was incorrect, and that the driver did not have the vehicle registered. The deputy cited the driver for not having registration and not displaying the correct license plate on the vehicle. The driver was not cited for reckless driving as they explained that they were having difficulty with the vehicle as it had recently had a new motor and drive shaft installed.

- MC22207038 was stop of an African American driver driving at night with no taillights. The vehicle did not have a license plate attached to the vehicle. The driver supplied the deputy with a temporary plate that was in the vehicle. The temporary plate had expired (9/26/2022, the stop was made on 11/29/2022). The driver was cited for no lights to the rear of the vehicle and not having a valid license plate on the vehicle.
- MC22119547 was a stop of Hispanic driver for failing to display a license plate. The driver could not provide proof of insurance coverage and the vehicle was not registered. The driver was issued a citation for not displaying a plate, no current vehicle registration (ARS 28-2153A), and failure to provide evidence of financial responsibility (ARS 28-4135C).
- MC22100125 was s stop of a Hispanic driver for not displaying a plate on their vehicle. The driver did not immediately stop for the deputy, pulled into a grocery store parking lot, exited the vehicle, and attempted to enter the store. The driver was detained briefly because the deputy believed she was trying to flee. The driver was stopped and eventually cited for ARS 28-2354A, not displaying a license plate. There was no license plate on the vehicle.

Warnings issued to Minority Drivers for ARS 28-2354A

- MC22125389 was a stop of an African American driver for failing to display a license plate. The driver explained that they had just had their plate stolen and provided a copy of the registration for the stolen plate. The deputy confirmed that the plate had been stolen. The driver was issued a warning.
- MC22114687 was a stop of Hispanic driver for not displaying a license plate. The vehicle had a temporary license plate in the back window and not visible from the road. The driver explained that the license plate was in the window because he was having difficulty attaching it to the rear of the vehicle. The driver was given a warning.
- MC22099377 was a stop of a Hispanic driver for speeding (55 mph in a 45-mph zone). The deputy also observed that the vehicle had no license plate. The vehicle was on a test drive from a dealership and the salesman for the dealership provided the dealer license plate which was in the vehicle. The driver was issued a warning.
- MC22147495 was a stop of an African American driver for not displaying a license plate. A temporary license plate was in the rear window and not visible. The driver was issued a warning.
- MC22108293 was a stop of a Hispanic driver for expired registration. The deputy identified the plate as not associated with the vehicle. Upon contacting the driver, the driver explained that they had just purchased the vehicle and provided the deputy with a temporary license

plate. The driver was issued a warning. The deputy assisted the driver with attaching the temporary plate to the rear of the vehicle.

- MC22118184 was a stop of a Black driver for failing to display a license plate. The driver explained that she had just purchased the vehicle and that the license plate had fallen off. The driver supplied the deputy with current registration and proof of insurance. The driver was given a warning.
- MC22142551 was a stop of a Hispanic driver for failure to display a license plate and driving a large commercial vehicle through the town of Guadalupe. The deputy was conducting the stop to educate the driver that large commercial vehicles are not allowed in Guadalupe per the town ordinance. The driver explained it was his work truck. The driver was issued a warning for four violations: failure to display plates, no heavy trucks on the street, failure to provide proof of insurance, and failure to carry a registration card.
- MC22174852 was a stop of a Hispanic driver for speeding (59 mph in a 45-mph zone). The driver explained that her plate had been stolen. The driver did not have her driver's license with her and stated that it had also been stolen. The deputy ran the vehicle using the VIN and determined that it was registered. The driver was warned for the following violations: Speeding, Not having a windshield, no current registration in vehicle, no rear license plate, and failure to provide evidence of financial responsibility. The vehicle did have a windshield.
- MC22126275 was a stop of a Hispanic driver for failure to display plate. The driver explained that they had just bought the vehicle and was driving it around the block to try it out. The driver had no license, insurance, or registration with him. The stop was made right outside the driver's residence. The driver was given a warning for a license plate violation.

Warnings issued to White drivers for ARS-28-2354A

- MC22142384 was a stop of a White driver for failure to display a license plate. The vehicle had a temporary license plate in the rear window that was not visible. The driver was issued a warning.
- MC22123013 was a stop of a White driver for failure to display a license plate. The vehicle had a temporary license plate in the rear window that was not visible. The driver was issued a warning.
- MC22220677 was a stop of a White driver for failure to display a license plate. The driver had a temporary plate for the vehicle. The driver was issued a warning and the deputy explained that he was required to attach the temporary plate to the rear of the vehicle.

- MC22174824 was a stop of a White driver for failure to display a license plate. The driver had just purchased the vehicle and was driving to the DMV to get it registered. The driver was issued a warning.
- MC22138689 was a stop of a White driver for failure to display a license plate. The driver explained that the vehicle was not his and he was driving it to the repair shop. The vehicle was registered and insured. The deputy issued a warning “as he was not the owner of the vehicle.”
- MC22109772 was a stop of a White driver for failure to display a license plate. The vehicle had a temporary license plate in the front window that was not visible. The driver was issued a warning.
- MC22169431 was a stop of a White driver for failure to display a license plate. The vehicle had a temporary license plate in the rear window that was not visible. The driver was issued a warning.
- MC22099051 was a stop of a White driver for failure to display a license plate. The driver had current registration and explained that his temporary plate had come off the vehicle. The vehicle had just been purchased. The driver was issued a warning.
- MC22155124 was a stop of a White driver for failure to display a license plate. The driver had the temporary plate in the vehicle and supplied it to the deputy. The driver was issued a warning.
- MC22200143 was a stop of a White driver for failure to display a license plate. The vehicle had a temporary license plate in the rear window that was not visible. The driver was issued a warning.
- MC22200649 was a stop of a White driver for expired insurance. The vehicle did have a plate on the vehicle. The driver supplied the deputy with a temporary plate that had been issued that day. The driver was issued a warning for the license plate as it was not associated with the vehicle.
- MC22086755 was a stop of a White driver for failure to display a license plate. The temporary plate had been partially torn off. The driver stated he was waiting for the new license plate. The driver was provided a warning for no license plate and not having registration in the vehicle (the vehicle was registered).
- MC22040385 was a stop of a White driver for failure to display a license plate. There was a license plate from Oregon affixed to the front of the vehicle. The deputy advised the driver to put the license plate on the rear of the vehicle and issued a warning.
- MC22217994 was a stop of a White driver for failure to display a license plate. The driver stated that she had a current plate but had not attached it to the vehicle yet. The deputy

investigated and determined that the vehicle was currently registered in Utah. The deputy issued a warning for a license plate violation.

- MC22104411 was a stop of a White driver for failure to display a license plate. The driver was on a motorcycle. The driver was arrested on warrants and issued a warning for the license plate violation. The motorcycle was towed from the scene.

Citations/Warnings of Minority and White Drivers for ARS 28-4139A

Minority drivers were cited during seven stops for ARS 28-4139A, driving with suspended plates. No Minority drivers were given warnings for this statute. One White driver was cited for this violation and one White driver was given a warning. Below are narratives explaining the circumstances of these stops.

Citations issued to Minority Drivers for ARS 28-4139A

- MC22170600 was a stop of a Hispanic driver who was stopped for driving over a fire hose during an active vehicle fire. The driver could not provide proof of insurance coverage. During the stop, the deputy determined the license plates were “MI suspended” or “Mandatory Insurance Suspended.” The deputy documented the following violations: Display of a suspended plate (ARS 28-4139A), crossing a fire hose (ARS 28-897) and failure to provide evidence of financial responsibility (ARS 28-4139A). The driver was only cited for ARS 28-4139A. The license plate was seized per ARS 28-4139C.
- MC22118842 was a stop of a Hispanic driver for MI suspended plates. The driver stated that he did not have insurance on the vehicle. The plates were suspended for this reason. The deputy seized the plate per ARS 28-4139C. The deputy allowed the driver to drive the vehicle home with a deputy following him. The driver was cited for display of a suspended plate (ARS 28-4139A) and failure to provide proof of financial responsibility (ARS 28-4135A).
- MC22142977 was a stop of an Asian driver for expired registration. The driver supplied her registration, which was expired. The deputy seized the license plate per ARS 28-4135C. The driver received a citation for display of plate suspended for financial responsibility (ARS 28-4139A).
- MC22176761 was a stop of a Black driver for speed (55mph in a 35-mph zone). The driver continued driving after the deputy initiated the stop and eventually pulled into the driveway of his home. The driver refused to provide the registration or proof of insurance. The deputy ran the information on the license plate and confirmed with the DMV that the license was suspended. The deputy issued a citation for speeding (ARS 28-701A) and the suspended plate (ARS 28-4139A).

- MC22075656 was a stop of a Hispanic driver for speeding (62 mph in a 45-mph zone). The driver did not have a driver's license. The license plate was MI suspended. The deputy issued a citation for speed, no valid driver's license, and the suspended plate. The plate was seized per ARS 28-4139C. The driver was cited for ARS 28-4139A, ARS 28-701A, and ARS 28-3151A.
- MC22177844 was a stop of a Hispanic driver for criminal speed (90mph in a 65-mph zone). The driver did not initially stop when the deputy initiated the stop. The driver provided expired registration and did not have proof of insurance. The driver was cited for MI suspended plates (ARS 28-4139A) and criminal speed (ARS 28-701.02A3). The deputy seized the plate per ARS 28-4135C.
- MC22081980 was a stop of a Black driver for failing to secure a child in a child restraint while driving. When the deputy was verifying vehicle information, the license plate returned as MI suspended for financial responsibility. The plate was seized per ARS 28-4135. The driver was cited for the display of the suspended plate and given a verbal warning about the child being in a child's seat while driving.

Citations Issued to White Drivers for ARS 28-4139A

- MC22204800 was a stop of a White driver for expired registration. The driver did not have identification and stated he had a learner's permit. His mother was in the vehicle with him. The driver's mother was intoxicated. Neither of the vehicle's occupants could produce registration or insurance information and the driver could not be identified. The driver was cited for no valid driver's license (28-3151A), displaying a suspended plate (28-4139A), no current registration (28-2532A), and failure to show a driver's license (28-1595B).

Warnings Issued to White Drivers for ARS 28-4139A

- MC22118237 was a stop of a white driver for suspended registration. The driver produced her driver's license, current registration, and proof of insurance. The deputy issued a warning because the driver provided proof of financial responsibility and current registration and advised the driver to contact the Oregon MDV to resolve the issue.

District 4

Disparity in Stop Length Between Minority and White Drivers

Propensity score matching for District 4 identified that Minority drivers and Hispanic drivers had longer stop lengths than White drivers in District 4. To address this, TSAU staff reviewed all long stops of Minority and White drivers that exceeded 20 minutes and which deputies did not select

an ETSI or where no arrest or search was made. Body worn camera footage, VSCFs, Incident Reports, and citations and warnings for these stops were used in the reviews. Below we provide narratives for each reviewed stop identifying any delays that impacted the stop length.

Long stops of Minority Drivers

- MC22146971 was a stop of a Hispanic driver for speeding (72 mph in a 55-mph zone). The stop took 63 minutes to complete. The stop resulted a cite and release arrest for driving on a suspended license (ARS 28-3473). This stop was not matched to another stop with an arrest because the deputy did not identify that an arrest was made. The driver was cited for ARS 28-701A, 28-2532A, 28-3473A, and 28-959.0C.
- MC22012565 was a stop of a Hispanic driver who was cited and released for driving on a suspended license. The stop involved the seizure of the license plate because it was Mandatory Insurance Suspended (ARS 28-4139C). The stop lasted 49 minutes. The driver was cited for ARS 28-4139A and ARS 28-3473A.
- MC22011069 was a stop of a Hispanic driver for criminal speed (104 mph in a 50-mph zone). The stop was 39 minutes long. The driver was immediately arrested upon contact but was later released. The deputy contacted his supervisor during the stop to determine his course of action. The deputy chided the driver for going so fast. The driver was crying and the deputy continued talking to her when he was running her license. The driver was allowed to call her father 15 minutes into the stop. The deputy went to get registration out of the vehicle. The registration was not current. The driver was checked for DUI. The DUI ETSI was not checked. The driver was issued a citation for criminal speed (ARS 28-701.02A3) and no current registration (ARS 28-2532A). The driver was released from the scene.
- MC22035596 was a 32-minute stop of a Hispanic driver. The driver was going 75 in a 55-mph zone. The deputy had the MCSO Chaplin with him during the stop and was communicating with him throughout the stop. The driver did not have a valid license (it was expired). The deputy called his supervisor to advise on expired v. revoked license. The deputy decided to cite the driver for an invalid license only because it was expired. The deputy took a little extra time to explain to the driver about his expired license and why he was being cited. The deputy was friendly with the driver throughout the stop. The deputy let the driver drive off after he left. The deputy cleared the stop about 1 minute after contact with the driver ended.
- MC22004694 was a stop of a Black driver. The stop took 30 minutes to complete. The driver and passenger changed seats after stopping for the deputy. The deputy immediately identified that the passenger had been driving. The vehicle occupants admitted that they switched seats because the driver's license was suspended. The driver's license was

suspended. The deputy contacted his supervisor to inform him of the situation. The driver was cited for criminal speed, driving on a suspended license, and improper window tint. An additional deputy showed up to the scene and the deputy who made the stop took time to communicate with the additional deputy. The deputy ran the passenger to confirm that she would be able to drive away. The deputy took time to check the window tint.

- MC22067572 was a stop of a Black driver. The driver's license was suspended out of Illinois. The driver was cited for speed (civil) and driving on a suspended license (criminal). The stop took 30 minutes to complete.
- MC22020063 was a stop of a Hispanic driver. The driver was stopped because their registration had expired. The driver did not possess a driver's license. The deputy had to take the driver's information and enter the information by hand. The deputy called his supervisor to advise about a tow v. handing the car over to the owner. The driver was cited for ARS 28-3151A. The stop took 27 minutes to complete. The vehicle was not towed, but the owner of the vehicle came to pick it up. The driver had a hard time supplying a mailing address. The deputy gave verbal warning for the registration and a citation for the driver's license offense. The deputy took the time to explain the options the driver had to take care of the citation.
- MC22135520 was a stop of an Asian driver. The driver had only had his license for 6 months and the deputy took time to explain traffic laws and safety to the driver. The driver was issued a warning for ARS 28-701A, ARS 28-2158C, and ARS 28-3169A. The stop took 27 minutes to complete.
- MC22091335 was a stop of a Hispanic driver for expired registration. The stop was 26 minutes long. The driver did not have a driver's license and admitted to never having a license. He provided a Mexican passport as identification. The deputy had to enter the driver's information in by hand. The driver had a hyphenated last name. The deputy called his supervisor to advise on ARS 28-3511 tow or letting the passenger drive. The driver was cited for not having a driver's license and expired registration. The passenger was able to drive the vehicle. The deputy took extra time to confirm that the passenger was a licensed driver. The deputy took time to explain the citation to the driver.
- MC22159261 was a stop of a Hispanic driver. The stop took 26 minutes to complete. The driver had an out of state driver's license that needed to be manually entered into the computer system. The driver had a hyphenated last name. The driver had a warrant out of Superior from a citation from 2011. The deputy double-checked the warrant with dispatch. The deputy had to return to the vehicle to get an updated (local) address from the driver. The deputy took time to explain the warrant situation and spent time explaining the options for taking care of the citation. The driver was not arrested for the warrant.
- MC22140192 was a stop of a Hispanic driver. The stop took 25 minutes to complete. The driver did not have vehicle registration documentation. The vehicle had a Texas license

plate and no registration was evident (Texas supplies registration stickers for the front window). The driver provided the deputy with a bill of sale. The deputy took quite a bit of time reviewing the bill of sale paperwork to identify if the vehicle was registered. The driver had a warrant that was non-extraditable and spent time trying to determine if the warrant was valid/extraditable. The deputy took time explaining that the driver needed to take care of the warrant. The deputy took additional time to explain the citation and the driver's options for taking care of the citation.

- MC22004483 was a stop of a Hispanic driver for speeding (55 mph in a 35-mph zone) The driver had a “voluntary traveler ID” out of Pennsylvania. The deputy was unfamiliar with the ID type so took extra time to research the ID to ensure it was appropriate for driving an automobile. The stop took 23 minutes. The BWC footage appeared to start well into the stop. The deputy was friendly and cordial with the driver. The deputy took the time to explain the citation to the driver.
- MC22019689 was a stop of a Hispanic driver for speeding (58 mph in a 40-mph zone). The stop took 26 minutes to complete. The driver could not provide proof of insurance. The deputy asked the driver to contact his mother (the vehicle's owner) to confirm that the vehicle had insurance. The deputy took extra time to confirm that the vehicle was insured.
- MC22069543 was stop of a Hispanic driver and took 23 minutes to complete. The driver was stopped because his plate was suspended for not having mandatory insurance. The driver took a lot of time to get his registration. An additional deputy was on the scene. The primary deputy was explaining the stop to the second deputy. The stop seemed to be a training stop as the deputy spent a number of minutes explaining the MI suspended situation to the second deputy. The deputy explained the citation to the driver and explained how to take care of the situation to get the plate and insurance situation taken care of. The deputy seized the plate from the vehicle and issued a property receipt to the driver. The deputy was courteous to the driver.
- MC22091352 was a stop of a Black driver for speeding (63 mph in a 45-mph zone) took 23 minutes to complete. The deputy asked the driver to pull up further so they could get off the roadway. The driver had a picture of her driver's license and the deputy needed to write down the ID information. The deputy appeared to have technical issues with his computer. He pulled out the battery and replaced it. The BWC video showed the computer rebooting. The deputy did not indicate having technical issues with the VSCF. The deputy had to check the driver over the radio. The driver asked for the MC number and stop time over the radio while he was waiting for his computer to reboot. The deputy returned to the vehicle to get the driver's license information from the driver's phone after the computer issues. The deputy explained the citation, options for taking care of the citation, and why the stop was delayed.

- MC22127115 was a stop of Hispanic driver for speeding (60 mph in a 35-mph zone). The stop took 22 minutes to complete. The driver needed to pull up proof of insurance on his phone. The deputy called his supervisor to confirm the speed limit in the area was 35. The deputy returned to the driver to get his current address. The deputy was friendly with the driver. The driver had a non-extraditable warrant and the deputy took the time to explain the warrant and the citation. The driver was cited for criminal speed (ARS 28-701.02A3).
- MC22163838 was a stop of a Hispanic driver and took 22 minutes to complete. The driver was stopped for driving 50 in a 35-mph zone. The driver took a lot of time to locate his current registration and insurance. The driver eventually used his phone to supply his proof of insurance. The deputy was friendly with the driver but had to return to the vehicle 3 different times. The driver was cited for the speed violation. The deputy took time to explain the driver's options for taking care of the citation.
- MC22114376 was a stop of a Hispanic driver and took 22 minutes to complete. The driver was stopped for expired registration and a suspended license plate for not having mandatory insurance. Another deputy was on the scene and the primary deputy was explaining his decision to seize the license plate. The primary deputy explained to the driver why he needed to seize the license plate. The deputy explained the citations to the driver. The driver asked several questions about the suspended license situation and how to take care of the citation in court.
- MC22054015 was a stop of a Hispanic driver. The stop took 22 minutes to complete. The driver was stopped for running a red light. The vehicle was pulling a trailer. The driver admitted to not having insurance when asked for his license, insurance, and registration. The driver took several minutes trying to find his registration information. The deputy ran the license plate on the vehicle when he returned to his vehicle. The driver was cited for running the red light, displaying a suspended plate, and no mandatory insurance. The deputy explained the citations. The driver asked a question about the process of taking care of the citations and continued talking after he received the citation.
- MC22068881 was a stop of a Hispanic driver and took 21 minutes to complete. The driver was stopped for speeding (62 in a 45-mph zone). The driver showed his proof of insurance on his phone. The driver's license was from Mexico. The deputy called his supervisor to advise on the license. The call lasted about 5 minutes. The driver was issued a citation for speed. There were no other issues during the stop.
- MC22129244 was a stop of a Hispanic driver and took 21 minutes to complete. The driver was stopped for speed (73 in a 55-mph zone). The vehicle was new from California with a temporary license plate and temporary insurance. The driver needed to access his proof of insurance on his phone. The deputy returned to the vehicle to check the proof of insurance. The deputy questioned the driver about which address was correct (DL v. vehicle

registration). The deputy explained the citation and the driver's options for addressing the citation. The driver had questions about the defensive driving course.

- MC22017122 was a stop of a Black driver and took 21 minutes to complete. The driver was stopped for failing to stop at a stop sign. The driver did not have his driver's license on him. The deputy took his information and manually entered it into TraCS. The deputy contacted his supervisor to ask a question about the registration on the vehicle. The vehicle's registration was associated with a different plate. The deputy took the time to check the VIN on the vehicle. The driver explained that he put the wrong plate on the vehicle. An additional deputy arrived at the scene. The primary deputy had a conversation with the other deputy to discuss the license plate situation. The deputy verbally indicated that "CAD was being weird." The deputy needed to get a different address from the driver than what was in CAD. The driver was issued a warning. The deputy was friendly with the driver throughout the stop.
- MC22198721 was a stop of a Hispanic driver and took 21 minutes to complete. The driver was going 50 in a 35-mph zone. The driver was not an English speaker. The deputy needed to use the Vioiance interpreter. The deputy had not selected the language barrier ETSI in the VSCF. The driver had a Colombian driver's license. The deputy had to enter the driver's information into TraCS by hand. The deputy was disconnected from Voiance and had to call them back. The deputy explained the citation and the driver's options for taking care of the citation.
- MC22138410 was a stop of a Hispanic driver and took 21 minutes to complete. The driver was towing a trailer. The deputy took extra time to run the truck's plate. The driver was stopped for driving 60 in a 45 MPH zone. The driver took a long time getting his registration and insurance out. The driver did not have a valid driver's license (expired). The deputy had to write down the driver's information and enter the driver's information by hand into TraCS. The deputy returned to the vehicle to confirm the driver's middle name. The deputy asked the driver to pull around the corner so that someone could get out of their driveway. The deputy explained the options for the driver to address the citation.
- MC22197669 was a stop of a Hispanic driver and took 21 minutes to complete. The driver was stopped for going 57 mph in a 40-mph zone. The driver had difficulty accessing his proof of insurance. The deputy returned to the vehicle to see if the driver had accessed his insurance on his phone. The driver was unable to provide proof of insurance. The deputy did not cite him for insurance. The deputy explained the citation to the driver.
- MC22071965 was a stop of a Hispanic driver and took 20 minutes to complete. The driver was stopped for speeding (52 in a 35-mph zone). The driver did not have his license on him. The driver supplied the deputy with a school ID and provided the deputy with his birthday and middle name. The driver's information was not coming up in CAD. The driver supplied his social security number. The deputy returned to the vehicle for the registration

and insurance. The driver did not have current registration or insurance in the vehicle. It was his mother's vehicle and he needed to contact his mother to get the registration. The deputy explained the citation and was friendly to the driver throughout the interaction. The driver was cited for speeding (ARS 28-701A).

- MC22046965 was a stop of an Asian driver and took 20 minutes to complete. The driver was stopped for speeding (60 in a 35-mph zone). The driver needed to search for his registration. The deputy was able to pull up the registration for the vehicle in CAD. The driver wanted to explain why he was speeding. The deputy explained the citation and his options. The driver had questions about the options for traffic school. The deputy was friendly and helpful throughout the stop.
- MC22082790 was a stop of a Hispanic driver and took 20 minutes to complete. The driver was stopped for driving too slow (20 mph under the speed limit). The driver wanted to be confrontational/hostile from the beginning of the stop. The driver was upset that the deputy was behind her. She stated that she was afraid someone was "a crazy road rager." The driver did not have her driver's license or registration. The driver continued to confront the deputy and accused him of "tailgating." The driver was yelling when the deputy was in his vehicle. He got out to check if she needed something. She wanted to continue arguing with the deputy. The deputy explained why he stopped her again. The deputy issued the driver a warning. The driver wanted to tell the deputy a story at the end of the stop.
- MC22163851 was a stop of a Hispanic driver and took 20 minutes to complete. The driver was stopped for going 50 in a 35-mph zone. The deputy returned to the driver's vehicle to get the current registration because the registration the driver supplied had expired. The driver took extra time (two minutes) to locate his current registration. It seemed like the deputy took a long time to enter information into TraCS. The driver was issued a citation.

Long stops of White Drivers

- MC22039868 was a stop of a White driver and took 21 minutes to complete. The driver was stopped for speed (55 in a 40 MPH zone). The driver began explaining that she couldn't tell what speed she was going prior to providing her registration and proof of insurance. The driver took time to access her proof of insurance on her phone. This took several minutes. The deputy stated he would return to see the proof of insurance. When he returned to the vehicle, the driver wanted to argue about the speed and wanted to see the radar gun. The driver went to the patrol vehicle and wanted to discuss the speed she was traveling at. The deputy explained the options for the citation. The driver wanted to continue talking and kept trying to argue her points. The deputy was patient with her.
- MC22003551 was a stop of a White driver for speeding (57 mph in a 45-mph zone). The stop took 21 minutes to complete. The driver had a dealer plate on his vehicle and the

deputy required extra time to run the VIN for the vehicle and determine that dealer plate was valid. The driver was issued a warning for speeding (ARS 28-701A)

- MC22066345 was a stop of a White driver for speeding (45 mph in a 35-mph zone). The stop took 21 minutes to complete. The license plate was out of Texas. The driver was a juvenile and took time to explain that the vehicle was registered to his mother (who lived in Texas). The driver supplied expired registration and insurance to the deputy. The driver contacted his mother on the phone and obtained insurance/registration information which he shared with the deputy. The deputy needed run the VIN on the vehicle because the plate and VIN did not match. The deputy checked the VIN on the vehicle twice. The deputy took some extra time to explain the driver's options for taking care of the citation. The driver was issued a citation for speeding (ARS 28-701A)
- MC22085122 was a stop of a White driver for speeding (57 mph in a 45-mph zone). The stop took 21 minutes to complete. The driver took extra time to look for his registration. He was unable to provide registration. The deputy confirmed that the vehicle was not registered. The driver was cited for speeding (ARS 28-701A) and no current registration (ARS 28-2532A) confidential.
- MC22071613 was a stop of a White driver for speeding (55 mph in a 40-mph zone). The stop took 21 minutes to complete. The driver was also talking on a cell phone while driving. At the beginning of the stop the driver was talkative and was trying to explain her situation. The initial exchange took two minutes. The driver could not find her license in the vehicle. The driver exited the vehicle to see if she had her wallet in the trunk. The deputy needed to manually enter license information into TraCS. The driver wanted to talk about the citation when it was being issued. She indicated that she had been cited by this deputy previously (This was her third citation from this deputy for speeding). The deputy returned to his vehicle and reprinted the citation. The deputy removed the cell phone violation and gave her a verbal warning on the cell phone violation. The driver was cited for speeding (ARS 28-701A)
- MC22094232 was a stop of a White driver for tailgating and failure to maintain lane. The stop took 21 minutes to complete. The deputy noted in the VSCF "E481 advised over radio that the blue Merz was traveling about 100 mph on Carefree HWY as it passed him. was broadcast as an ATL. got behind vehicle, saw it follow too close to vehicle in front and also not maintaining its lane. vehicle was not speeding when I was following." The driver did not stop immediately when the deputy initiated the stop. The driver took a couple of minutes to find the registration and insurance. The driver was talkative during the stop and was asking for directions. After the deputy explained the citation to the driver and the driver continued to be very talkative and was asking for directions. An additional deputy came to the stop and was speaking with the primary deputy. The driver was cited for following too closely (ARS 28-730A) and drive one lane/unsafe lane change (ARS 28-729.1).

- MC22190643 was a stop of a White driver for a stop sign violation. The stop took 21 minutes to complete. The deputy noted “While I was stopped in the south bound lane of Schoolhouse Road and Cave Creek waiting to turn left into the east bound lane of Cave Creek Road. I was stopped waiting my turn to travel through the four way stop intersection. As I watched the vehicles, I saw a vehicle in the number one lane of west bound Cave Creek start to proceed normally through the intersection. I then witnessed a tan pickup truck directly behind it in the number one lane follow the vehicle in front of it through the intersection without stopping. The windows were down in the pickup. I saw the driver of the pickup turn his head looking at me very surprised. Upon stopping the pickup at Spur Cross and Cave Creek I contacted the driver. The driver admitted to the violation and admitted that he has done it numerous times before at this intersection before this incident.” When contacted, the driver was talkative with the deputy. The driver took a couple of minutes to locate his registration and insurance. The deputy verbalized that the registration was not scannable and entered the vehicle information into TraCS by hand. Contact with the driver ended at the 19-minute mark in the BWC footage. The driver was cited for failure to stop at a stop sign (ARS 28-855B)
- MC22083387 was a stop of a White driver for one headlight not functioning. The stop took 21 minutes to complete. The driver and deputy discussed the situation with the mandatory insurance. The deputy collected the driver’s current address (not what was listed on his license). The deputy identified that the license plate on the vehicle had been suspended by the MVD for financial responsibility. Delays during the stop were from the deputy explaining the situation with the suspended plate and seizure of the suspended plate. The driver was issued a property receipt. The driver was given a verbal warning for the headlight, but was cited for displaying a plate suspended for financial responsibility (ARS 28-4139A).
- MC22035313 was a stop of a White driver for speeding (57 mph in a 35-mph zone). The stop took 21 minutes to complete. The deputy noted in the VSCF “Radar PL34213 0 Observed SII. Subaru forester Lane #1 WB anthem way at independence way going 57 in 35 mph zone. Vehicle had expired Oregon Tags. Civil Cite for speed and reg.” The driver took extra time to locate insurance and registration information. The driver was talkative during the initial contact. The registration on the vehicle had expired. The driver was cited for speeding (ARS 28-701A) and no current vehicle registration (ARS 28-2153A).
- MC22106549 was a stop of a White driver for speeding (56 mph in a 40-mph zone). The stop took 21 minutes to complete. The driver explained that the vehicle was his grandmother’s car. The driver did not have a driver’s license with him. The driver took a extra time to find insurance information (on his phone, approximately 3 minutes). The driver supplied his identifying information verbally which the deputy wrote down. The deputy returned to the driver’s vehicle to confirm the driver’s identifying information (the deputy did not have the correct spelling of the driver’s name). The deputy returned to the

vehicle a third time to confirm the expiration date on the driver's insurance. The driver was issued a warning for speeding (ARS 28-701A)

- MC22019849 was a stop of a White driver for one headlight. The stop took 21 minutes to complete according to the VSCF. The duration of the BWC video was 18 minutes. The driver did not immediately stop when the deputy initiated the stop. (2 minutes into the video). The driver had an image of her driver's license on her phone, which she had to locate. The deputy wrote down the DL information. The deputy explained to the driver that the stop took a little bit more time because the driver did not have her license with her and he had to enter the driver's information into the computer by hand. The driver was issued a warning for two headlamps required (ARS 28-924).
- MC22060179 was a stop of a White driver for speeding (72 mph in a 55-mph zone). The stop took 21 minutes to complete. The deputy noted in the VSCF "Parked at 32nd st and Carefree highway. using LIDAR PL34213. observed a small red 4dr passenger vehicle speeding 72 -55 mph zone. initiated stop. Determined driver had a suspender license. issued citation for license, warning for speeding." The driver took a few minutes to find his insurance and registration. The driver provided the deputy with an ID card and not a driver's license. Another deputy arrived at the stop and spoke with the primary deputy. They discussed that the driver's license was ineligible, and that the deputy needed to determine why. The deputy returned to the vehicle to see if the driver had found his insurance. He had not. The deputy took some time to explain why the license was suspended. The deputy returned to his vehicle to finish the citation. The driver was given a verbal warning for speeding but was issued a citation for driving on a license suspended for failure to appear (ARS 28-3482A)
- MC22002858 was a stop of a White driver for speeding (46 mph in a 30-mph zone). The stop took 21 minutes to complete. The driver took a few extra minutes to find his insurance and registration information. The deputy returned to the vehicle to obtain the insurance and registration. BWC footage showed the deputy rebooting TraCS. The technical issues ETSI was not selected in the VSCF. The deputy explained the citation and the options for dealing with the citation. The driver was issued a citation for speeding. (ARS 28-701A)
- MC22215819 was a stop of a White driver for no license plate light. The stop took 22 minutes to complete. The driver did not stop immediately when the deputy initiated the stop. The driver took about two minutes to supply his license, insurance, and registration. The deputy took a moment to check the vehicle's VIN number. The driver had a temporary paper version of his driver's license. The deputy took extra time to confirm that the license was valid. The driver was issued a warning for no license plate light (ARS 28-925C).
- MC22140033 was a stop of a White driver for expired registration and speed (50 mph in a 40-mph zone). The stop took 22 minutes to complete. The driver took some time to find registration and could not find proof of insurance. The video elapsed 8 minutes before the

deputy returned to his vehicle to begin to process the traffic stop. The driver was behaving strangely and was acting like he could not hear or understand what the deputy was saying to him. The registration would not scan and the deputy needed to enter vehicle information into TraCS manually. The deputy contacted his supervisor to confirm the court location based on the stop. The driver was issued a citation for no current registration (ARS 28-2532A)

- MC22113606 was a stop of a White driver for an improper left turn. The stop took 22 minutes to complete. There were three juveniles in the vehicle. The driver took two minutes to supply his registration and insurance. The deputy made contact with two passengers in the vehicle and issued them incidental contact receipts. He asked the kids what they were up to that evening as the stop was made at 2:30 in the morning. The deputy explained that the kids were out past curfew. The deputy also explained the restrictions the driver had with other juveniles in the vehicle. The deputy collected the passengers' information for the incidental contact receipts. The deputy returned to his vehicle to generate the IC receipts. The driver was issued a warning for the improper turn (ARS 28-751.2).
- MC22058669 was a stop of a White driver for speeding (57 mph in a 40-mph zone). The stop took 22 minutes to complete. The driver did not have proof of insurance in the vehicle and contacted his mother to supply it during the stop. The deputy noted in the VSCF "cited civil 57mph in 40mph zone, driver had to contact mother for insurance" The driver was issued a citation for speeding (ARS 28-701A).
- MC22029500 was a stop of a White driver for criminal speeding (66 mph in a 35-mph zone). The stop took 22 minutes to complete. The driver did not have proof of insurance and did not have registration. The deputy returned to the vehicle to get a signature for the citation, then he returned to the vehicle a second time to provide the driver with the citation. The deputy took some time to explain the situation with insurance (providing proof to the court) and whether the driver could attend traffic school for the speeding violation. The driver was issued citations for speeding (ARS 28-701A) and failure to provide evidence of financial responsibility (ARS 28-4135C).
- MC22223544 was a stop of a White driver for a stop sign violation. The stop took 22 minutes to complete. The deputy noted in the VSCF "On 12/29/2022, at approximately 2018 hours, I was sitting at the intersection of Whitman Dr and Gavilan Peak Pkwy when I noticed a vehicle approach the intersection from the South, slow down but not come to a complete stop, and continue through the intersection. I initiated a traffic stop on the vehicle and the vehicle pulled over near Anthem Way and Gavilan Peak Pkwy. The vehicle was a white Toyota 4Runner bearing license plate BCA8706. When I approached the vehicle I noticed only one female in the driver's seat. The female identified herself as ***** with her Arizona Driver's license. I asked her if she knew the had run a stop-sign and she said no. I asked her if she normally travels down Gavilan Peak Pkwy and she said no. After continuing to speak with her, I described the area where the stop sign was and she said she

remembered. I advised her that she approached the stop sign, slowed down but did not come to a stop, and continued through the intersection. I issued her a citation under ARS 28-855B for failure to stop at a stop sign.” The driver took a few minutes to supply her registration and insurance. The deputy dropped the driver’s license in between his seat and the center consul and had difficulty getting it out. The driver was issued a citation for the stop sign violation (ARS 28-855B).

- MC22032927 was a stop of a White driver for expired registration. The stop took 23 minutes to complete. The deputy noted in the VSCF “Driving in marked unit 322111 SB near carefree highway and Tom Darlington dr. observed blue/gray Hyundai driving with expired reg. tag. Stolen vehicle check returned expired reg. Upon contact with driver ***** It was determined her lic. was suspended due to failure to provide ins. 28-4135C. Driver had insurance, verified with AMFAM. advised her to contact MVD to fix her license.” The driver was issued a citation for no current registration (ARS 28-2532A)
- MC22004864 was a stop of a White driver for speeding (57 mph in a 35-mph zone). The stop took 23 minutes to complete. The driver was issued a citation for speeding (ARS 28-701A)
- MC22140534 was a stop of a White driver for suspended plates for financial responsibility. The stop took 23 minutes to complete. The deputy noted in the VSCF “On 8/13/2022 at approximately 2153 hours, I was traveling north on N Cave Creek Rd in Cave Creek, AZ. I conducted an Arizona MVD records check of the vehicle in front of me, a blue Chevrolet Colorado displaying Arizona license plate *****. The vehicle registration showed expired as of 6/15/2022. The license plate status showed suspended for financial responsibility, effective 3/14/2022. The record did not display any insurance information. I conducted a traffic stop of the vehicle for the violations at N Cave Creek Rd and E Rancho Manana Blvd. I approached the driver side of the vehicle, identified myself as a Deputy Sheriff, and advised the driver of the reason for the traffic stop. The driver, identified as ***** said there may have been an issue transferring her insurance coverage from Iowa upon moving to Arizona approximately one year ago. ***** thought she had one and half years to update her vehicle information after moving. ***** was on scene to assist and seized the license plate from ***** vehicle due to its suspended status. ***** was issued a property receipt for the seizure. ***** was also issued a civil traffic citation for not having current vehicle registration per ARS 28-2153A and display of a suspended license plate per ARS 28-4139A. I advised ***** that the vehicle is not legal for operation on the roadway until it is registered and has proper insurance coverage. ***** said she understood and that she would park her vehicle in the adjacent parking lot. I advised ***** to contact her insurance company for clarification as to why the MVD does not have an insurance record on file. The license plate was impounded for destruction at the District IV Substation.”
- MC22080830 was a stop of a White driver for speeding (75 mph in a 55-mph zone). The

stop took 23 minutes to complete. The driver was cited for speeding (ARS 28-701A), no valid driver's license (ARS 28-3151), and no current registration (ARS 28-2532A).

- MC22006291 was a stop of a White driver for expired registration. The stop took 23 minutes to complete. The deputy noted on the VSCF "Vehicle displaying AZ plate *****. ADOT showed registration expired in 2018, and M/I suspended. Upon contact, driver provided an ADOT 3 day permit, which was laying in the back seats, as driver had been unable to affix it to rear window, expiring on 01/11/2022. He also had current insurance. Driver stated he was unaware the older plate installed on the vehicle was suspended and to be a violation of State laws merely displaying it. I warned driver and recommended him to remove plate from the vehicle." The driver was issued a warning for displaying a suspended plate (ARS 28-4139A)
- MC22093677 was a stop of a White driver for speeding (58 mph in a 45-mph zone). The stop took 24 minutes to complete. The driver was issued citations for speeding (ARS 28-701A) and display of a suspended plate for financial responsibility (ARS 28-4139A).
- MC22039848 was a stop of a White driver for speeding (55 mph in a 40-mph zone). The stop took 24 minutes to complete. The driver was issued citations for speeding (ARS 28-701A), failure to transfer a title in 15 days (ARS 28-2058A2B), and no mandatory insurance (28-4135A).
- MC22144429 was a stop of a White driver for a stop sign violation. The stop took 24 minutes to complete. The driver did not immediately stop when the deputy initiated the stop. The driver indicated that he had two beers that evening. The driver did not have insurance information with him and admitted that the vehicle was not registered (the plate was an Illinois plate). The driver was talkative during the stop while trying to explain his situation with the registration on the vehicle. The driver argued with the deputy when he was issued the citation. The driver was cited for the stop sign violation (28-855B), fail to provide evidence of financial responsibility (28-4135C), and no current vehicle registration (28-2153A).
- MC22029591 was a stop of a White driver for speeding (38 mph in a 25-mph zone). The stop took 24 minutes to complete. The deputy indicated in the VSCF "cited civil 38mph in 25mph zone, my stop was extended due to i forgot to close traffic while assisting dep ***** set up speed camera at same location" The driver was cited for speeding (ARS 28-701A).
- MC22081059 was a stop of a White driver for criminal speeding (83 mph in a 50-mph zone). The stop took 24 minutes to complete. The driver was cited for criminal speed (ARS 28-701.02A2)
- MC22157771 was a stop of a White driver for speeding (85 mph in a 65-mph zone). The stop took 24 minutes to complete. The deputy noted in the VSCF "On 09/09/2022 at

approximately 2235 hours, I observed a black Chevrolet Suburban driving south bound on I17 and Carefree Hwy. The Suburban failed to maintain its lane by crossing the dashed lane line on the left side with both tires multiple times. The suburban continued south on I17 at a high rate of speed and in the area of I17 and Jomax Rd, I paced the vehicle approximately a half of a mile driving 85 miles per hour in a posted 65 mile per hour zone. The suburban was also passing all other vehicles on the I17. I initiated a traffic stop at I17 and W Happy Valley Rd, and the Suburban stopped just west of this location. The driver was identified by his Arizona driver's license as *****. I asked ***** if he was aware of his speed and he said he was not. I did not observe any signs of impairment and ***** advised his passengers were getting rowdy causing the failure to maintain. Because ***** was driving 20 miles per hour over the posted speed limit while passing all other traffic on the highway, Joshua was issued a civil citation for speed. Because ***** had a vehicle of 4 other passengers and we were parked halfway in a lane, I asked ***** to exit his vehicle so I could explain the citation. The stop was then extended as ***** had multiple questions about the citation and some questions were repeated. Nothing further.” The driver was issued a citation for civil speeding (ARS 28-701A).

- MC22130134 was a stop of a White driver for criminal speeding (58 mph in a 35-mph zone. The stop took 25 minutes to complete. The deputy noted “58 mph in a posted 35 mph zone. Civil citation issued. Traffic stop was delayed slightly due to driver having difficulty finding forms.” The driver was cited for civil speeding (ARS 28-701A)
- MC22102028 was a stop of a White driver for criminal speeding (78 mph in a 55-mph zone). The stop took 25 minutes to complete. The driver’s plate was suspended for financial responsibility. The driver was cited for civil speeding (ARS 28-701A) and display of plate suspended for financial responsibility (28-4139A).
- MC22041767 was a stop of a White driver for a stop sign violation. The stop took 25 minutes to complete. The deputy noted on the VSCF “Observed vehicle fail to stop at the intersection of N. 7th Street, and W. Joy Ranch road. Vehicle rolled through the stop turning westbound on W. Joy Ranch Road. Was able to catch up to vehicle at N. 10th Street and W. Joy Ranch Road. Contacted driver, who explained he did not realize he rolled through the stop sign. Driver explained he had just purchased the vehicle. Vehicle registration was valid, and driver had valid insurance. Driver was issued a written warning for the stop sign violation.” The driver was issued a warning for the stop sign violation (ARS 28-855B)
- MC22163419 was a stop of a White driver for speeding (56 mph in a 35-mph zone). The stop took 25 minutes to complete. The driver did not immediately stop when the deputy initiated the stop. The deputy noted “Initial callout for stop was Gavilan Peak Pkwy and Pioneer. Changed location to 33rd Ln and N North Valley Parkway due to vehicle not stopping until approx 1 mile. Driver refused to sign citation / provide phone #. While conducting regular patrol in the area of Sim Ln and Gavilan Peak Pkwy, a Gray Hyundai

was observed driving SB on Gavilan Peak Pkwy at approximately 56 in 35 mph zone on Radar RP03727. Citation issued.” The driver was issued a citation for speeding (ARS 28-701A)

- MC22132453 was a stop of a White driver for a stop sign violation. The stop took 25 minutes to complete. The driver was issued a warning for the stop sign violation (ARS 28-855B)
- MC22032580 was a stop of a White driver for not displaying a rear license plate. The stop took 25 minutes to complete. The deputy noted in the VSCF “Vehicle was a rental vehicle from NU Car Rentals. Driver had all rental information from company.*** Vehicle was possibly a dealer vehicle rented that had no current registration info. attached what was available. Stop extended due to Heavy Hail occurring during stop.” In reviewing the video, it was clear the weather delayed the stop. The driver was issued a warning for no rear license plate as required (ARS 28-2354A1).
- MC22119117 was a stop of a White driver for expired registration and MI suspended license plate. The deputy noted “On 7/10/2022 at approximately 0223 hours, I was traveling west on E Carefree Hwy in Phoenix, AZ. I conducted an Arizona MVD records check of the vehicle in front of me, a black BMW 335i displaying Arizona license plate *****. The vehicle registration showed expired as of 6/30/2020. The vehicle record also showed financial responsibility - no insurance, effective date of suspension 03/2/2020. I conducted a traffic stop of the vehicle for the violations at E Carefree Hwy and N 24th St. I approached the driver side of the vehicle, identified myself as a Deputy Sheriff, and advised the driver of the reason for the traffic stop. The driver, identified as ***** , said he was having issues with the vehicle insurance because he splits residency between Arizona and Oregon. ***** said his vehicle insurance is out of Oregon. Deputy ***** was on scene to assist. Deputy ***** seized the license plate from the vehicle per ARS 28-4139C. ***** was issued a property receipt for the seizure. ***** was also issued a civil traffic citation for not having current vehicle registration per ARS 28-2153A and display of a suspended license plate per ARS 28-4139A. I advised ***** that the vehicle was not legal for operation on the roadway until it is registered and has proper insurance coverage. I also told ***** that he is responsible for any action he takes following the traffic stop. ***** was issued the citation based on the following factors, per my internal guidelines: The vehicle registration was beyond 45 days of its expiration. ***** is the registered owner of the vehicle, and he responsible for maintaining current registration and insurance coverage. Citation was in accordance with ARS 28-4134B, ARS 28-4139A.” The stop took 26 minutes to complete.
- MC22106564 was a stop of a White driver for speeding (82 mph in a 55-mph zone). The deputy noted in the VSCF “On 06/21/2022, at approximately 0055 hours, while traveling Southbound on Cave Creek Rd, I noticed a silver Subaru Legacy, bearing license plate OKB594, make a hard left turn onto West Carefree Hwy from Cave Creek Rd. I followed

the vehicle and paced it for approximately 1 mile. While following the vehicle the speed increased to approximately 82 mph before I initiated a traffic stop. When I approached the vehicle the driver identified herself as ***** with her Arizona Drivers license. She was issued a citation for speed under ARS 28-701A and then released.” The stop took 26 minutes to complete.

- MC22128296 was a stop of a White driver for speeding (57 in a 35-mph zone). The deputy noted on the VSCF “Conducted traffic stop for speed violation. Made contact with the driver and passenger of vehicle. Filled out Incidental Contact Form and it was later mailed to passenger.” The stop took 26 minutes to complete.
- MC22032579 was a stop of a White driver for speeding. The stop took 26 minutes to complete. The deputy noted on the VSCF “Cited civil 50 MPH in 35 MPH zone. The stop was extended due to vehicle is from Wisconsin and they don’t register their all-terrain vehicles through MVD. They register through game and fish. It had plate but it could not be run through normal police data base.” The driver was cited for speed not reasonable and prudent (ARS 28-701A).
- MC22017751 was a stop of a White driver for not having a visible license plate. The stop took 26 minutes to complete. The deputy noted on the VSCF “Stop conducted due to MC22017733.Observed Blue ATV driving WB on Galvin near 7th St with no visible plate. initiated stop and contacted 14 y/o *****. I contacted ***** father who confirmed his location. Jackson was cordial and was unaware he was committing violations as he was driving to his residence after off-roading. Vehicle was registered and insured. Gave warning and advised father and son of OHV Laws in regard to where he can drive.” The driver was issued a warning for no valid driver license (ARS 28-3151A).
- MC22070583 was a stop of a White driver for speeding (50 mph in a 35-mph zone). The deputy noted in the VSCF “cited civil 50mph in 35mph zone. Stop was extended due to vehicle is from Wisconsin and they don’t register their all-terrain vehicle through MVD they register through game and fish. It had a plate but it could not be run through normal police data base.” The stop took 27 minutes to complete. The driver was cited for speeding (ARS 28-701A).
- MC22057494 was a stop of a White driver for speeding (76 mph in a 50-mph zone). The stop took 28 minutes to complete. The driver was cited for speeding (ARS 28-701A).
- MC22217313 was a stop of a White driver for no current vehicle registration. The stop took 28 minutes to complete. The driver took several minutes to supply her license/insurance/registration. The deputy noted in the VSCF “During my contact with the driver I noticed my BWC was not activated. I activated my BWC immediately and once again provided my information and reason for the traffic violation.” The deputy explained the issue with the registration when he first contacted the driver. The deputy had printer issues that were identified in the BWC video. The deputy did not indicate on the VSCF

that he had technical issues during the stop. The driver had several questions about the registration at the end of the stop. The driver was cited for no current vehicle registration (ARS 28-2153).

- MC22006614 was a stop of a White driver for suspended plates. The deputy noted in the VSCF “I initiated a traffic stop at Anthem Way and 41st Dr and contacted the driver/registered owner, *****. ***** provided a valid copy of Insurance, her driver's license, and registration. I contacted *****'s Insurance Company, Unitrin SafeGuard who verified her Insurance is valid through 05/2022. ACTION TAKEN: Due to the License Plate still showing MI Suspension. I confiscated the License Plate and Issued a Citation for the following: ARS 28-4139A - Display of a license plate on a motor vehicle if the registration or license plate has been suspended pursuant to this article shall subject the person involved to a civil penalty of not less than two hundred fifty dollars. The License Plate was submitted into MCSO Property and Evidence. A copy of the Property Sheet was provided to **** along with a copy of the citation. ***** was advised to contact her insurance and MVD to get a new plate re-issued and inform MVD of her valid insurance. Nothing Further.” The stop took 29 minutes to complete.
- MC22018928 was a stop of a White driver for driving with a trailer door open. The stop took 30 minutes to complete. The driver was issued a warning for spilling load on the roadway (ARS 28-1098A)
- MC22003575 was a stop of a White driver for speeding (57 mph in a 40-mph zone). The stop took 30 minutes to complete. The driver was issued citations for speeding (ARS 28-701A) and no valid driver’s license (ARS 28-3151A).
- MC22108735 was a stop of a White driver for a stop sign violation. The deputy noted in the VSCF “At first initial contact with the driver, he failed to show current insurance. I was typing a citation for not having proof of current insurance, when the driver exited the vehicle and displayed current insurance on his phone. I had not completed the citation at that point, I discarded the citation and just gave a warning for the stop sign violation.” The stop took 30 minutes to complete. The driver was issued a warning for the stop sign violation (ARS 28-855B).
- MC22103376 was a stop of a White driver for speeding (53 mph in a 35-mph zone). The deputy noted in the VSCF “vehicle was stopped for speeding (53/35). Driver was identified as a 15-year-old male with an AZ instruction permit which was not in his possession. Passenger was 18-year-old female with valid AZ license. 15-year-old driver was also in violation of mc minor curfew ordinance (15 and younger 2200-0500). Also, no current insurance was available. I issued driver citation for speed violation only.” The stop took 33 minutes to complete. The driver was cited for speeding (ARS 28-701A)
- MC22093749 was a stop of a White driver for failure to maintain lane. The stop took 33 minutes to complete. The driver was cited for no current vehicle registration (ARS 28-

2153A) and failure to prove proof of financial responsibility (ARS 28-4135C).

- MC22011031 was a stop of a White driver for no license plate light. The deputy noted in the VSCF “Related to MC22011020, SRP security observed via video 2 vehicles on the property at HUMBOLDT MOUNTAIN. I made contact with one of those vehicles during this traffic stop. 5 females (3 juveniles) were located in the vehicle. All 5 were ID'd, Driver was released with a warning while the remaining 4 passengers (including juveniles) were given a ride home and released to their parents.” The stop took 35 minutes to complete. The driver was issued a warning for improper light on license plate (ARS 28-925C).
- MC22128302 was a stop of a White driver for speeding (54 mph in a 35-mph zone). The deputy noted in the VSCF “54 mph in a posted 35 mph zone. driver had a license issued but did not have license in his possession. traffic stop was longer than usual due to having to print two warning forms after not being able to add an ARS code to the original warning form.” The stop took 36 minutes to complete. The driver was issued warnings for speeding (ARS 28-701A) and no driver’s license in possession (ARS 28-3169A)
- MC22184254 was a stop of a White driver for speeding (60 mph in a 40-mph zone). The deputy noted in the VSCF “On 10/21/2022, at approximately 2128 hours, while traveling Southbound on Cave Creek Rd, I noticed a gray Dodge Caravan SXT bearing license plate ***** rapidly accelerate. I sped up to match the pace of the vehicle. I approached a speed of 60 mph when the vehicle continued to pull away from me. After following the vehicle for approximately half a mile and maintaining speed, the vehicle started to decelerate. I initiated a traffic stop on the vehicle at the intersection of Cave Creek Rd and Surrey Rd. The vehicle continued traveling Southbound on Cave Creek Rd, ignoring my lights and siren. After traveling for approximately one more mile, Southbound on Cave Creek Rd, the vehicle pulled over South of New River Rd and Cave Creek Rd. Upon contacting the vehicle, I noticed a female in the rear of the vehicle and a male in the front driver's seat. I contacted the male, and he identified himself as *****. While speaking with ***** he notified me his license was suspended and he only possessed an Arizona Identification Card. Dispatch confirmed ***** was driving on a suspended license. ***** was cited and released under ARS 28-3473A for operating a motor vehicle on a public highway if the person's privilege to drive a motor vehicle is suspended, revoked, canceled, or refused or if the person is disqualified from driving, which is a class 1 misdemeanor. ***** was cited and released ARS 28-701A for driving a vehicle on a highway at a speed greater than is reasonable and prudent under the circumstances, conditions and actual and potential hazards then existing, which is a civil traffic violation. There were no signs of impairment. Nothing Further.” The stop took 38 minutes to complete.
- MC22006620 was a stop of a White driver for a stop sign violation. The deputy noted in the VSCF “Cited civil failure to stop for stop sign. the stop was extended due to the driver seemed disoriented and going in the wrong direction to her residence. I contacted her daughter to make sure she knew what was going on with her mother. The daughter said

they are aware and her mother is being tested this week. The daughter said her mother is going in the right direction. I followed the mother home to make sure she knew where she was going. The mother did make a wrong turn but made it home safely.” The stop took 40 minutes to complete. The driver was issued a citation for the stop sign violation (ARS 28-855B)

- MC22030741 was a stop of a White driver for no visible license plate. The deputy noted in the VSCF “driver claimed she did not need a driver’s license or license plate to travel.” The stop took 43 minutes to complete. The driver was cited for no current registration (ARS 28-2532A) and no license plate (ARS 28-2354A1)
- MC22119769 was a stop of a White driver for speeding (42 mph in a 25-mph zone). The deputy noted in the VSCF “stop vehicle for speed then realized after I completed the citation that the setting on the radar was wrong and the speed I saw was not correct. I gave the driver back his driver's license and registration and apologized. the stop was extended trying to figure out how to clear stop. a incidental contact form was completed and mail to driver. citation was voided” The stop took 44 minutes to complete. The citation was voided.
- MC22023439 was a stop of a White driver for speeding (70 mph in a 50-mph zone). The deputy noted in the VSCF “cited civil 70mph in 50mph zone, no current driver’s license, expired registration. The driver had panic attack and stop was extended. spoke to mother via 21 and she said her daughter has mental health issues and cannot handle discipline well. at 0756 hours driver composed herself enough to drive.” The stop took 45 minutes to complete. The driver was cited for speeding (ARS 28-701A), no valid driver’s license (ARS 28-3151A), and no current registration (ARS 28-2532A).
- MC22022595 was a stop of a White driver for speeding (50 mph in a 35-mph zone). The deputy noted in the VSCF “cited civil speed 50mph in 35mph zone, stop was extended due to mi suspended Maryland Lic plate. plate was not seized due to out of state plate” The stop took 49 minutes to complete. The driver was cited for speeding (ARS 28-701A) and suspended plates (ARS 28-4139A).

District 5

Disparity in Stop Length between Hispanic and White drivers and Minority and White drivers.

Propensity score matching for District 5 identified that Minority drivers and Hispanic drivers had longer stop lengths than White drivers in District 4. To address this, TSAU staff reviewed all long stops of Minority and White drivers that exceeded 20 minutes and which deputies did not select an ETSI or stops an arrest or search was made. Body worn camera footage, VSCFs, Incident

Reports, and citations and warnings were reviewed for these stops. Below we provide narratives for each reviewed stop identifying any delays that impacted the stop length.

Long Stops of Minority Drivers

- Stop MC22020990 took 59 minutes to complete. The driver was stopped for driving while using a cell phone (ARS 28-914A1A). The driver did not have a driver's license and had never been issued one. The vehicle's plates were also suspended for financial responsibility (ARS 28-4139A). The driver was cited for each offense and the vehicle was towed. The license plate was seized. The deputy did not select the vehicle tow ETSI in the VSCF.
- Stop MC22100305 took 44 minutes to complete. The driver was stopped for speeding (Driving 91 in a 65 MPH zone). The driver was 14 years-old and did not have a driver's license. The driver was cuffed and detained. The deputy collected the driver's information verbally due to the driver not having a driver's license. The deputy attempted to contact the driver's father. He then attempted to contact the driver's mother and asked the mother to come and pick him up. The deputy checked the passenger's driver's license to ensure he could drive the vehicle away. The deputy called his supervisor to explain the situation. The deputy opted for a civil citation for speed and a citation for driving without a license.
- Stop MC22020983 took 41 minutes to complete. The driver was operating an OHV (quad) with a minor without a helmet. The driver was required to have eye protection. The driver was operating on State Trust Land without a permit. The driver did not have a license. The deputy needed to collect identity information manually. The quad did not have a plate on it. The deputy explained all of the different violations but explained to the driver that he was only going to cite the driver for the helmet violation with the child. The driver had some reservation information but needed to check the VIN.
- Stop MC22065735 took 40 minutes to complete. The driver was operating an OHV (quad) on State Trust Land (No quad's allowed). There was a child on the front of the quad without a helmet and the quad was not licensed or registered. The driver did not have a license on him. The deputy followed the driver down to his truck to get his id. They went slow because the child was walking. This added an additional seven minutes to the stop. The deputy had to find the VIN number to run the quad. The deputy took time to educate the driver on OHV rules. The owner of the vehicle walked up to the deputy and asked questions about the stop. The deputy explained the issues with the OHV to the owner. The owner wanted to talk about the State Trust Land issue. The owner and the deputy had a conversation unrelated to the stop about other issues in the park. Once the conversation with the owner was completed, the deputy explained the citation to the driver of the quad.
- Stop MC22086838 took 32 minutes to complete. The driver was stopped for speeding (59 in a 45 MPH zone). The driver did not have insurance information with him. The driver called his mother to acquire insurance information. The license plate on the vehicle was suspended for no insurance. The deputy attempted to call the MVD to confirm the plate

was suspended. There was no answer. The deputy then contacted his supervisor to assist with the stop. The driver supplied a photo image of the insurance. The deputy returned to the vehicle to explain the suspension on the plate. He discussed the suspended plates with his supervisor to determine a course of action. The deputy reviewed the ARS code to ensure the violation requires confiscating the license plate. The deputy indicated that he was unfamiliar with the MI Suspended requirements but discussed this with the second deputy. The deputy explained the situation with the MI Suspended license plate to the driver, what the driver's options were and explained the citation. The deputy gave a verbal warning for the speeding violation.

- Stop MC22035314 took 31 minutes to complete. The driver was stopped for speeding (91 in a 50 MPH zone). Three vehicles were stopped at once (all were driving together). Three deputies were on the scene to process the stop. One vehicle did not have registration information with him, a second vehicle did not have registration information. The deputy asked another deputy how to conduct a 3 vehicle stop in TraCS. The deputy needed to run three vehicles and three licenses with the stop. All three drivers were cited for speed.
- Stop MC22065189 took 31 minutes to complete. The driver was stopped for driving an OHV with children without helmets. There were 4 children sitting in laps of four adults in the vehicle. The driver did not have her license, insurance, or registration with her. The deputy seemed to have problems locating the vehicle information with the DMV. The license plate was fictitious. The driver walked away while the deputy was processing the citation. The driver was cited for four violations only. The deputy explained that the OHV needed to be placed on a trailer and not driven again.
- Stop MC22008556 took 30 minutes to complete. The driver was stopped for driving a motocross bike on the road. The moto was not registered to be on the roadway (dirt only). The driver did not have a motorcycle endorsement. The OHV registration was expired. There were a number of other violations because the motorcycle was not approved for road use. The deputy took some time to explain the reasons why the motorcycle was not street legal before returning to his vehicle. The driver and the deputy continued discussing where the motorcycle was allowed to ride while the deputy processed the stop. The conversation about this was long (10 minutes). The deputy took time to try to find the OHV Rules booklet and continued discussing the laws/requirements for riding the bike. The driver was issued a warning.
- Stop MC22093029 took 28 minutes to complete. The driver was stopped for failing to stop at a stop sign. The passenger had an open container in the vehicle. One of the passengers was clearly intoxicated, and the driver explained that he was the designated driver. The driver did not have a valid license. The driver took a couple of minutes to supply the registration. The driver was checked for impairment by a different deputy, but no DUI ETSI was selected on the VSCF. The driver was cited for running the stop sign and driving without a driver's license. The deputy explained the citation to the driver. The deputy asked

the driver to park the truck in a nearby lot and call a licensed driver the deputy followed the driver to the lot.

- Stop MC22038781 took 27 minutes to complete. The driver was stopped for speeding (58 in a 35 MPH zone). The child in the vehicle was not wearing a seatbelt. Audio on the BWC footage was not audible due to wind. The driver had a warrant for failure to appear. The driver had a child with her, so the deputy did not arrest her on the warrant. The driver was issued a citation for speed and the child was not wearing their seat belt.
- Stop MC22113933 took 27 minutes to complete. The driver was stopped for running a stop sign. In the middle of the traffic stop the deputy was preempted for a drowning call. The video of the stop was only 13 minutes long. The deputy told the driver he was free to go at the 9-minute mark in the video. The deputy did not give an incidental contact receipt because he left the scene very quickly.
- Stop MC22101204 took 26 minutes to complete. The driver was stopped by marine patrol. The driver was driving an ATV on the beach where ATVs are not allowed. The deputy checked the driver verbally with dispatch. The driver was not licensed. The deputy issued a citation for two people on the OHV and the OHV not being registered. No citation was issued for driving the OHV in a restricted area. The deputy needed to run the VIN on the ATV because it was not licensed. The stop took a lot of time as the deputy needed to get on and off the boat multiple times. The deputy also took extra time to identify the correct ARS code for the violations.
- Stop MC22119624 took 26 minutes to complete. The driver was stopped for speeding and failing to maintain lane (90 in a 65 MPH zone). The driver did not have proof of insurance. The driver explained the vehicle was new and he didn't have registration information with him either. The driver had a non-extraditable warrant that the deputy needed to check. The deputy explained the warrant and the driver explained that he had taken care of the warrant. The deputy double-checked the warrant to let the driver know what court to contact. The conversation added a few minutes to the stop. The driver was cited for criminal speed and failure to provide evidence of insurance.
- Stop MC22091471 took 26 minutes to complete. The driver was stopped for driving an unregistered quad. The driver did not have his driver's license with him. The deputy needed to record the VIN and wrote down the driver's information. The deputy allowed the driver to drive to his truck to get his ID and paperwork for the quad. This added an additional five minutes to the stop. The driver was able to supply his ID and registration paperwork for the quad. The driver was cited for not using eye protection on the OHV. The deputy took time to explain the rules for operating quads in the park.
- Stop MC22008764 took 25 minutes to complete. The driver was stopped for speeding (95 in a 65 MPH zone). The driver did not have insurance. The driver also had a suspended license. The deputy returned to the vehicle to ask the driver about the suspended license.

The driver was cited for no insurance, driving on a suspended license, and speeding. The deputy was friendly to the driver throughout the stop. An additional deputy was on the scene and the primary deputy was speaking with him throughout the stop. The deputy explained the citation and the options for taking care of the citation.

- Stop MC22112004 took 25 minutes to complete. The driver was stopped because they did not have a license plate on their vehicle. The vehicle was a motocross motorcycle. The driver did not have any identification, insurance, or registration. The deputy recorded the VIN off the motorcycle. The driver was cited for no current registration and no insurance. The deputy explained the citations and how to address them.
- Stop MC22078437 took 25 minutes to complete. The driver was stopped because they were on their cell phone while driving. When the deputy contacted the driver, she stated she was lost and was looking at the map on her phone. The deputy issued a warning to the driver and spent additional time with the driver providing her directions. The video was only 12 minutes long and the stop was completed during the recording.
- Stop MC22083908 took 23 minutes to complete. The driver was stopped for speeding (83 in a 65 MPH zone). When the deputy approached the vehicle, the passenger had a beer in his hand. The driver was cited for speed and the passenger was cited for having an open container in the vehicle (ARS 4-251A2). The driver took several minutes to supply their driver's license, insurance, and registration.
- Stop MC22150295 took 23 minutes to complete. The driver was stopped for speeding (57 in a 35 MPH zone). The driver did not have proof of insurance. The registration expired a couple of days earlier. The driver explained that she would not get her registration figured out for a couple of weeks. The driver had a suspended driver's license. The deputy ran the passenger to ensure they could drive. The deputy was friendly throughout the stop.
- Stop MC22024566 took 23 minutes to complete. The driver was stopped for speeding (57 in a 45 MPH zone). Dispatch notified the deputy that the vehicle was associated with a suicidal missing person. The deputy identified all occupants in the vehicle and determined the missing person was not in the vehicle. The car was a rental car that the driver had for three weeks. The deputy issued incidental contact receipts to the passengers. The driver was given a warning for the speeding violation.
- Stop MC22038281 took 23 minutes to complete. The driver was stopped because they did not have a license plate on the back of their vehicle. The driver was immediately confrontational and wanted to argue with the deputy. The driver did not have his driver's license on him and did not have registration or insurance. The deputy explained that the driver could not drive the vehicle without having it registered and without having insurance.

- Stop MC22193781 took 23 minutes to complete. The driver was stopped for speeding (67 in a 50 MPH zone). The driver took a few minutes to supply the current insurance and registration. The deputy needed to return to the vehicle to get current insurance information. The deputy needed to run the VIN on the vehicle because the license plate was not showing up in CAD. The license plate on the vehicle did not match the VIN. The deputy needed to double-check the VIN with different insurance/registration information. The vehicle's owner had the wrong plate on the vehicle. She admitted to not putting the new plates on the vehicle. She had an image of the appropriate plate and was going to swap when the registered owner returned to California. The driver was cited for speeding.
- Stop MC22029936 took 23 minutes to complete. The driver was stopped for speeding (80 in a 65 MPH zone). The driver took a couple of minutes to find his insurance and registration. The driver had a different address than what was on his driver's license. The deputy wrote the address down before returning to his vehicle to process the stop. The deputy seemed like he took a long time preparing the citation while in his vehicle. The deputy explained the citation and his options for taking care of it. The deputy was friendly with the driver throughout the stop.
- Stop MC22112848 took 23 minutes to complete. The driver was stopped for speeding (95 in a 65 MPH zone). The driver took a few minutes to find her registration. There were other deputies on the stop and the primary deputy was discussing the stop with them. The deputy had to enter registration information into the computer because the driver had a temporary registration receipt that was not scannable. The driver was talkative at the beginning of the stop. The driver was cited for ARS 28-701A instead of criminal speed. The deputy had to reprint the citation because the citation said her court time was 1:30am, not 1:30pm.
- Stop MC22006060 took 23 minutes to complete. The driver was stopped for speed (81 in a 65 MPH zone). The driver did not have a motorcycle endorsement nor was there a license plate on the bike. The deputy took some time to identify the VIN number on the bike. The stop appeared to be a training stop. The training ETSI was not selected on the VSCF. The driver did not have insurance on the motorcycle. Only one BWC was available in AXON. The main/only video was the deputy who stayed with the driver while the other deputy was in the vehicle. The deputy was friendly with the driver while they waited on the side of the highway. The driver was cited for the license and no rear license plate.
- Stop MC22114839 took 23 minutes to complete. The driver was stopped for running a stop sign. The driver took nearly four minutes to stop. The deputy indicated that the driver did not stop for four miles after he initiated the stop. The driver failed to stop at a second stop sign when the deputy was trying to stop her. The driver stated that she thought the deputy was trying to stop someone else. A second deputy came to the stop to ensure everything was alright. The two deputies discussed why the driver was not stopping. The deputy returned to the vehicle for the registration as the driver could not find it at first. The driver

was issued a citation for running two stop signs and not stopping (28-775A3). The deputy explained the citations to the driver.

- Stop MC22096761 took 22 minutes to complete. The driver was stopped for speeding (57 in a 35 MPH zone). The driver did not have his driver's license on him. The deputy asked the driver for his information and needed to write it down. The driver was cited for speed and not having his license in his possession.
- Stop MC22073707 took 22 minutes to complete. The driver was stopped for speeding (52 in a 35 MPH zone). The driver did not have a valid driver's license. The passenger had a valid driver's license. The deputy needed to return to the vehicle to obtain the registration. The deputy checked the passenger's license to ensure she was able to drive the vehicle. The passenger was issued an incidental contact receipt. The driver was cited for speed and no valid driver's license. The deputy explained the citation to the driver. The incidental contact receipt took about 5 minutes to generate.
- Stop MC22074271 took 22 minutes to complete. The driver was stopped for speeding (59 in a 35 MPH zone). The driver only spoke Spanish. The driver did not have a driver's license but provided a Honduras passport. The driver took a few minutes to provide registration and proof of insurance. The deputy explained the citations to the driver. The driver had a few questions about the citation and how to take care of them. The driver also asked about acquiring a license and whether her friend could drive the car. The deputy explained that if she continued to drive the vehicle without a license that the vehicle could be towed.
- Stop MC22009093 took 22 minutes to complete. There were two OHV at this stop. The drivers were stopped for not having eye protection while riding minibikes. The deputy needed to write down the VINs off the bikes. The owner asked questions about where they were allowed to ride their minibikes. Neither driver had IDs with them. Both drivers were issued citations for riding without eye protection.
- Stop MC22119362 took 21 minutes to complete. The driver was stopped for speeding (57 in a 35 MPH zone). This is a Spanish-mostly stop. The deputy was bilingual. The driver did not have a valid driver's license and had never been issued one. The deputy collected information from both the passenger and driver by hand. The passenger was able to provide proof of insurance via phone. The passenger did eventually supply a driver's license so that she could drive. The deputy explained that he needed to check the driver out for his record. Another deputy showed up to the stop and the primary deputy was explaining the stop to the other deputy. They were also talking about the activity at the lake that day. The driver was cited for the speed violation. He was given a verbal warning for driving without a license. The deputy took time to explain the citation to the driver. He asked the driver and passenger to change places to drive. The deputy took an extra minute to clear out the call.

- Stop MC22191640 took 21 minutes to complete. The driver was stopped for speed (90 in a 65 MPH zone). The deputy asked the driver to get off the freeway before he processed the stop. The driver took some extra time to locate the registration. The driver had a Florida driver's license and was driving a company car licensed in California. The information provided by the driver was not associated with the vehicle. The deputy was able to get the information off the plate. The deputy needed to enter information into TraCS by hand. The deputy cited the driver for civil speed at 25 over. The deputy explained the citation to the driver and gave him directions to the airport.
- Stop MC22095516 took 21 minutes to complete. The driver was stopped for speed (80 in a 65 MPH zone). The deputy needed to get the driver's current address. The driver was cited for speeding. The deputy explained the citation and completed the stop. There were no delays during the stop.
- Stop MC22092228 took 21 minutes to complete. The driver was stopped for speeding (52 in a 35 MPH zone). The deputy was stuck in traffic for three minutes before making the stop. The driver did not have a driver's license and the deputy needed to collect his information and enter it by hand into TraCS. The driving documentation ETSI was not selected. The deputy ran the passenger to confirm she could drive the vehicle, she could not. The deputy allowed the driver to drive off.

Long stops of White Drivers

- MC22071106 was a stop of a White driver for expired registration on the vehicle. The stop was 21 minutes long. The driver needed to access his insurance information on his telephone. The deputy called dispatch to receive confirmation on the driver's license. Dispatch indicated that they were having difficulty locating information on the driver. During review of the BWC footage, the deputy's computer appeared to operating slowly. The deputy did not indicate technical issues ETSI on the VSCF. The driver was issued a citation for the expired registration (ARS 28-2153A).
- MC22082357 was a stop of a White driver for speeding (85 mph in a 65-mph zone). The stop was 21 minutes long. The driver did not stop immediately when the deputy initiated the stop (3 minutes into the BWC video). The driver supplied the deputy with an Arizona ID card. The deputy asked if the driver had a driver's license, and the driver supplied a Florida driver's license. The registration on the vehicle was expired. The vehicle was a work vehicle for a business. The driver was given a verbal warning for the registration issue and was cited for speeding (ARS 28-701A).
- MC22018493 was a stop of a White driver for no license plate. The stop was 21 minutes long. The driver was underage and on a motorcross motorcycle. The deputy spent extra time explaining the regulations for OHV use. The driver was issued a warning for no

registration (ARS 28-2532A), no insurance (ARS 28-4135C) and no valid driver's license (ARS 28-3151).

- MC22116490 was a stop of a White driver for speeding (85 mph in a 65-mph zone). The stop took 21 minutes to complete. The deputy spent several minutes at the beginning of the stop confirming the license plate with dispatch. The deputy spent additional time with dispatch confirming the validity of the driver's license. The deputy explained the citation. The driver had a number of questions about the citation which extended the stop several minutes. The driver was issued a citation for speeding (ARS 28-701A).
- MC22162693 was a stop of a White driver for not having his lights on. The stop was 21 minutes long. The stop was of a motorcycle with two riders on it. It was 10:20 pm. The driver did not stop immediately when the deputy initiated the stop. The vehicle eventually stopped 3 minutes into the BWC video. The driver noted that his lights had been working earlier in the evening. The driver could not provide registration or proof of insurance but did supply his driver's license. The driver did not have a motorcycle endorsement. The driver was issued a verbal warning for the lights and the motorcycle endorsement. The plates on the motorcycle had been mandatory insurance suspended. The deputy issued a citation for driving with suspended plates (ARS 28-4139A). The deputy explained to the driver that he could not drive the motorcycle away. The driver and passenger used an Uber to get home. The deputy stated in the video that he was keeping his BWC going until the driver and passenger were picked up. The video was almost 29 minutes long.
- MC22141554 was a stop of a White driver for speeding (59 mph in a 45-mph zone). The stop took 21 minutes to complete. The driver was talkative with the deputy. The driver did not have his driver's license with him but was able to recall the driver's license number from memory. The deputy needed to collect the driver's other identifying information and enter it into TraCS manually. The driver took extra time to find his registration which he could not supply. The BWC video had elapsed 7 minutes and 30 seconds by the time the deputy returned to his vehicle to process the stop in TraCS. The deputy checked with dispatch on the driver's information because the driver was licensed out of Illinois. The driver was issued a warning for speeding (ARS 28-701A).
- MC22019340 was a stop of a White driver for running a red light. The stop took 21 minutes to complete. The driver was pulling a trailer that did not have a license plate. The driver was from Oklahoma and noted that a license plate is not required on trailers in that state. The deputy contacted dispatch to confirm if this was true. The driver was talkative throughout the stop. The driver took a few minutes to provide registration and insurance information for the vehicle. The deputy verbalized in the BWC footage that he was having computer issues. There were no technical issues ETSI selected in the VSCF. The driver was issued a citation for the stop light violation (ARS 28-645A3A)
- MC22068798 was a stop of a White driver for speeding (59 mph in a 35-mph zone). The

stop took 21 minutes to complete. The driver was unable to provide proof of insurance and the vehicle's registration had expired. The driver was cited for speed (ARS 28-701A), Failure to provide evidence of financial responsibility (ARS 28-4135C) and no current registration (ARS 28-2532A)

- MC22127570 was a stop of a White driver for no plate on the vehicle and obstructing traffic. The vehicle was a motorcycle. The driver was underage (15) and did not have driver's license. The driver was issued a warning for speed not to impede traffic (ARS 28-704A), failure to provide evidence of financial responsibility (ARS 28-4135C) and no valid driver's license (ARS 28-3151A). The driver's mother picked the driver up.
- MC22086025 was a stop of a White driver for an equipment violation on a commercial motor vehicle. The deputy noted "After speaking with driver, he received an inspection by Peoria PD a couple days prior and was told by Peoria PD he had 15 days to fix the issues. Was given a warning and no inspection was conducted. Researched the inspection by Peoria PD." The driver was issued a warning for vehicle equipment not in working order (ARS 28-981A1).
- MC22013451 was a stop of a White driver for failure to display a legible license plate. The stop took 22 minutes to complete. The deputy noted "Traveling north on Cave Creek Road and observed that there was no license plate displayed on the back bumper. Was unable to see if it was displayed on the back window due to the tint being dark. When we made contact, found that the temporary was tapped on the back window. Plate U454345. Temporary plate expired on 09/18/21 but the temp plate came back to ASA3EE which is current." The driver was issued a warning for failure to display legible plate (ARS 28-2354B)
- MC22059794 was a stop of a White driver for unsafe lane change. The stop took 22 minutes to complete. The driver was cited for the unsafe lane change (ARS 28-729.1), resident with an out-of-state plate (ARS 28-2533A) and failure to carry vehicle registration card (ARS 28-2158C)
- MC2208423 was a stop of a White driver for The stop took 22 minutes to complete.
- MC22131599 was a stop of a White driver for expired registration. The stop took 21 minutes to complete. The registration had been expired nearly two years. The driver did not have a driver's license with him and he supplied identifying information verbally. The driver stated that his driver's license (from Virginia) was expired. The driver took extra time providing proof of insurance on his phone. The deputy returned to the driver's vehicle to confirm the driver's license information and to verify the status of the insurance. The deputy verbalized in the BWC footage that the stop would take longer because he needed to enter driver information into the computer by hand. The deputy returned to the vehicle a third time to obtain the driver's current address. The driver was cited for no current vehicle registration (ARS 28-2153A) and no valid driver's license (ARS 28-3151A). The

deputy explained the citations and how to best take care of them. He took some extra time to clarify what the process with the court. The stop took 22 minutes to complete.

- MC22011751 was a stop of a White driver for criminal speeding (92 mph in a 65-mph zone) The stop took 22 minutes to complete. The deputy noted in the VSCF “Stop was extended because driver could not locate driver’s license and vehicle was registered in ca where they do not use barcodes to scan. Driver also extended the stop with lots of conversation and questions.” The driver was cited for civil speeding (ARS 28-701A).
- MC22008992 was a stop of a White driver expired registration. for The stop took 22 minutes to complete. The driver and passengers were both minors. The deputy noted in the VSCF “In area of Vermeersch RD and Cave Creek RD, observed vehicle with Nov. 2011 registration sticker. MCSO dispatch confirmed registration was expired since 11/30/2021. Vehicle was stopped for violation. Driver advised he did not have a driver's license nor an id card. Driver also stated he was never issued a driver's license/id card. passenger advised she had valid AZ DL and had requested driver to drive instead because she had recently been in 3 vehicle crashes. Driver and passenger are siblings living in same household and were on their way to work at parents' restaurant. Parents were found to be RO of vehicle and were on their way to restaurant. Driver issued citation for both violations.” The driver was cited for no current vehicle registration (ARS 28-2153A) and no valid driver’s license (ARS 28-3151A). The deputy contacted the passenger to determine if she could drive license. The deputy confirmed her license was valid. The deputy took extra time explaining the consequences for driving without a license. The driver had extra questions about the citation.
- MC22090464 was a stop of a White driver for criminal speeding (90 mph in a 65-mph zone). The stop took 22 minutes to complete. The deputy noted “driver passed me @90mph, made 3 lane changes with me following, no signal, from Sossaman to 202 southbnd. interchange. Driver served, covid protocols still in place.CO on board.” The driver was cited for civil speeding (28-701A)
- MC22011107 was a stop of a White driver for criminal speeding (90 mph in a 65-mph zone). The stop took 23 minutes to complete. The driver needed extra time to get his information on his telephone. The deputy noted “driver did not have any id on him, i was able to locate him via cad. driver was served do to covid protocols. i had to enter everything in no scanning.” The driver was licensed out of Missouri. The deputy verbalized in the BWC footage that the driver had no id at all and that he would try to identify the driver in CAD. The deputy also noted that he needed to enter the vehicle information manually because the registration would not scan. The driver was cited for civil speeding (28-701A).
- MC22064431 was a stop of a White driver for passing in a no passing zone. The stop took 23 minutes to complete. The driver did not have an insurance card in vehicle and was cited for passing in a no passing zone and no insurance card in vehicle. Deputy explained the

young driver the need for insurance.

- MC22089902 was a stop of a White driver for criminal speeding (95 mph in a 65-mph zone). The stop took 23 minutes to complete. The deputy noted in the VSCF “Driver remained at the stop location after the stop was completed. I left the camera running until the driver pulled from the stop location.” The driver was cited for civil speed (ARS 28-701A)
- MC22095328 was a stop of a White driver for passing in a no passing zone. The stop took 24 minutes to complete. The deputy needed to swerve out of the way to avoid a collision with her. The deputy noted in the VSCF “I stopped the vehicle for passing in no passing zone, the vehicle was coming head on with me I had to pull outside of the road to prevent a head on collision. Upon contact I asked the driver for her DL, registration and insurance card. the driver provided me with her AZDL, registration and asked me what an insurance card was. The driver was a young operator, so I explained to her it was state requirement to have an insurance card in her vehicle. The driver then was cited for passing in no passing zone and no insurance.” The driver was cited for no passing in a passing zone (ARS 28-727) and Failure to provide evidence of financial responsibility (ARS 28-4135).
- MC22213384 was a stop of two drivers for speeding (66 mph in a 45-mph zone) The stop took 24 minutes to complete. The deputy noted in the VSCF “I stopped 2 vehicles for speed. No further violations were discovered. The drivers who were family members were issued a citation for going 66 mph in 45 mph zone, which is in line with my internal guidelines for this type of violation.” One of the drivers did not have her license with her. The deputy needed to enter her information into TraCS by hand. The deputy issued citations to each of the drivers for civil speed (ARS 28-701A)
- MC22090532 was a stop of a White driver for no brake light on the back of his motorcycle. The driver was a minor. The stop took 25 minutes to complete. The deputy noted in the VSCF “operator of motorcycle did not have a brake light upon record check the license plate was suspended and his driver license did not have a motorcycle endorsement. rider was cited for the violations. he told me his dad a phoenix pd officer knew he was riding it on the street with no endorsement or brake light.” The driver was cited for no motorcycle permit in possession (ARS 28-3156B), display of plate suspended for financial responsibility (ARS 28-4139A) and stop lamps required (ARS 28-927).
- MC22114818 was a stop of a White driver for expired registration. The stop took 26 minutes to complete. The registration had expired in 2021 (the stop was made July 2022). The driver was issued a citation for no current vehicle registration (ARS 28-2153A).
- MC22109206 was a stop of a White driver for driving the wrong way on a one-way road. The stop took 26 minutes to complete. The deputy noted in the VSCF “Driver was elderly and lost. Got her turned around and L341 was going to escort her home. Warning issued” The driver was issued a warning for wrong way driving (ARS 28-728B)

- MC22068170 was a stop of a White driver for no rear license plate as required. The stop took 27 minutes to complete. The driver was pulling a trailer without a license plate. The deputy ended the stop early because he was preempted for priority traffic. The driver was issued a warning for the license plate violation (ARS 28-2354A1)
- MC22082831 was a stop of a White driver for criminal speed (95 mph in a 65-mph zone). The stop took 27 minutes to complete. The deputy noted “DUI investigation conducted with driver who did not exhibit enough clues of impairment for an arrest. Driver was cited for speed.” The DUI ETSI indicator was not selected on the VSCF. The driver was cited for civil speed (ARS 28-701A)
- MC22035578 was a stop of a White driver for an improper turn. The stop took 28 minutes to complete. The deputy noted on the VSCF “driver did not have permit in possession, no 21+ driver in vehicle. driver made left turn from a lane he was supposed to go straight.” The driver was cited for no instruction permit in possession (ARS 28-3154B1) and failure to obey traffic control device (28-ARS-644A1)
- MC22150815 was a stop of a White driver for stopping and backing up in the roadway. The stop took 29 minutes to complete according to the VSCF. The deputy noted in the VSCF “822H was at 459 and subjects stopped and backed up in the roadway. They were not sure if it might be the suspects. Stopped them for the traffic violation. Subjects not involved. Warning was given to the driver for the 28 violation. Incidental was given to the passenger.” This stop involved an investigation of a burglary suspect. The driver was not involved with the burglary and was a neighbor who was curious about what had been going on with the police in the neighborhood.
- MC22034450 was a stop of a White driver for speeding and unsafe lane change (85 mph in a 65-mph zone). The stop took 30 minutes to complete. The deputy noted “I stopped the vehicle for several violations including speed (over 85 mph), unsafe lane change and no signal. The driver was issued a citation for going 85 mph in 65 mph zone, which is in line with my internal guidelines for this type of violation.” The driver was cited for speeding (ARS 28-701A)
- MC22008292 was a stop of a White driver for failure to stop at a red light. The stop took 30 minutes to complete. The deputy noted in the VSCF “while stopped at intersection of 67th Ave/cholla St, observed traffic signal for NB/SB traffic turn red. Traffic signal for EB/WB traffic turned green. then observed maroon 4dsd cross through intersection going SB on 67th Ave. vehicle was stopped for violation. Driver stated his brake lights were not working but his brakes did work. Driver then advised he thought he could make the light but was aware he had failed to stop for red light. Driver also advised his driving privilege was suspended but was unaware of the reason. Reason for suspension was found to be for FTA/FTC juvenile offender. Driver was issued citation for both violations.” The driver was a juvenile and was driving his girlfriend’s vehicle. The driver provided the deputy with

an ID card only. The deputy was observed issuing a citation in hand-written form. The deputy did not use her computer throughout the stop. The VSCF did not indicate any technical issues during the stop. The driver was talkative throughout the stop. The driver was issued a citation for failing to stop for a red light (ARS 28-645A3A) and driving on a suspended license (ARS 28-3482A)

- MC22035314 was a stop of three vehicles for criminal speeding (91 mph in a 50-mph zone). Two of the drivers were Black and one of the drivers was White. The stop took 31 minutes to complete. The stop was delayed because the deputy processed all three drivers for traffic stop. All three drivers were contacted and issued citations for speeding (ARS 28-701A). The
- MC22002187 was a stop of a White driver for a fictitious plate. The stop took 32 minutes to complete. The deputy noted in the VSCF “driver claimed she had no idea the plate did not belong to that vehicle. When she bought the vehicle the plate that is on there came with it. She had a photo on her phone showing the plate (*****) from September of 2021. The plate that should be on there is *****. The fictitious plate was taken and impounded.” The stop was delayed because the deputy needed to identify whether the plate was fictitious. The license plate was seized. The driver was issued a warning for the fictitious plate (ARS 28-2531B1) and advised to register the vehicle in her own name.
- MC22000325 was a stop of a White driver because they rolled their OHV. The stop took 33 minutes to complete. The deputy noted in the VSCF “Observed UTV roll while trying to drive in a circle (donut). Driver was daughter of owners of UTV, no damage to vehicle, no injuries, no request for a report, occurred on forest road. DECISION- Dangerous maneuver, endangering the passengers.” The stop was extended as the deputy was ensuring there were no injuries and to determine whether the driver wished to document the crash for insurance. The driver received a citation for speeding (ARS 28-701A) “Speed reasonable and prudent.”
- MC22104949 was a stop of two vehicles. One driver was White and the other driver was Hispanic. One driver was stopped for speed, the other driver was stopped because they failed to move over for an emergency vehicle. The stop took 34 minutes to complete. The deputy noted that the “CAD reception not working” but did not indicate the technical issues ETSI on the VSCF The driver stopped for speed was issued a citation for speeding (56 mph in a 45-mph zone, ARS 28-701A). The other driver was issued a citation for failing to yield for an emergency vehicle (ARS 28-775A3). Two VSCFs were filled out during the stop and had the same MC number.
- MC22119438 was a stop of a White driver for passing in a no passing zone. The stop took 36 minutes to complete. The deputy noted in the VSCF “Traffic stop was extended due to a 268 investigation where the driver admitted that other people in the vehicle had consumed alcohol. 2 out of the 3 passengers had alcohol in their body and were cited.” The deputy

conducted a DUI investigation during the stop but did not select the DUI ETSI in the VSCF. All passengers in the vehicle were evaluated for alcohol use because they were underage. The driver was sober. Two of the passengers had alcohol in their system. Three citations were issued during the stop. The driver was cited for passing in a no passing zone (ARS 28-727). Two of the passengers were each issued citations for underage drinking (ARS 4-244.41).

- MC22033721 was a stop of a White driver for displaying a suspended license plate. The stop took 38 minutes to complete. The driver showed that he had valid insurance for the vehicle. The deputy confirmed with the MVD that the plate was suspended for financial responsibility. The plate was seized from the vehicle and the driver was issued a property receipt and a citation for displaying a plate suspended for financial responsibility.
- MC22010226 was a stop of a White driver for an unreadable plate. The stop took 48 minutes to complete according to TraCS. The driver had a temporary plate in her rear window that was not visible. The deputy advised the driver to attach the plate to the rear of the vehicle. The driver was issued a warning for the unreadable plate (ARS 28-2354B). The stop did not take 48 minutes to complete. BWC footage indicated the stop lasted approximately 21 minutes.
- MC22017035 was a stop of a White driver for speeding. The stop took 49 minutes to complete according to the VSCF. The deputy indicated in the VSCF “during stop hot tone for 962 kicked out and I broke from stop to respond to collision prior to finishing traffic stop” The stop was not 49 minutes long. The deputy disengaged from the driver 7 minutes into the BWC footage.

Disparity in Citations for Hispanic and White drivers when Offense Categories and Speed were not Used as Matching Variables

During 2022 deputies from District 5 issued a citation to 61.61 percent of White drivers and 62.32 percent of Hispanic drivers. Results from the propensity score matching indicated that Hispanic drivers were cited 5.64 percent more often than their White counterparts.

MCSO tabulated all the citations and warnings from District 5 deputies to identify whether certain offenses were cited at a different rate for Hispanic and White drivers. For each ARS statute MCSO conducted an independent samples t-test for difference in proportions to determine if the difference in citation/warning rates between Hispanic and White drivers was statistically significant. There were 41 different statutes in District 5 which had different citation rates between White and Hispanic or Hispanic and White drivers. We found statistically significant differences in citation rates for Hispanic and White drivers for the following statutes: ARS 28-1177A, ARS 28-3151A, ARS 28-751.1, and 28-855B. MCSO reviewed the stops for ARS 28-1177A Off Highway vehicle registration and ARS 28-3151A Drivers license requirement. MCSO will continue to review ARS 28-751.1 Improper Turn and ARS 28-855B stop sign violations to gain a better understanding of the disparities in those codes.

	Cite (Rate)		Warn (Rate)		Percent difference in citation rate
	Hispanic	White	Hispanic	White	
ARS Violation	Hispanic	White	Hispanic	White	
13-1201 Endangerment	0 (0.00%)	1 (50.00%)	0 (0.00%)	1 (50.00%)	N/A
13-2412A	1 (100.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
13-2506A2	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
13-2810A2	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-1097A1	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-1098A	0 (0.00%)	1 (100.00%)	1 (100.00%)	0 (0.00%)	-100.00%
28-1098B	0 (0.00%)	1 (50.00%)	2 (100.00%)	1 (50.00%)	-50.00%
28-1174A1	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-1174A3	0 (0.00%)	2 (100.00)	1 (100.00%)	0 (0.00%)	
28-1177A	2 (100.00%)	0 (0.00%)	0 (0.00%)	3 (100.00%)	100.00%*
28-1179A.3	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-1179B	10 (42.86%)	2 (0.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-1381A1 DUI	16 (100.00%)	27 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-1381A2 DUI	11 (100.00%)	23 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-1381A3 DUI	4 (100.00%)	3 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-1382A1 DUI	3 (100.00%)	3 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-1382A2 DUI	1 (100.00%)	2 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-1383A3A	0 (0.00%)	2 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-2153A Registration	15 (50.00%)	74 (50.68%)	15 (50.00%)	72 (49.32%)	-0.68%
28-2158C Registration	2 (100.00%)	4 (80.00%)	0 (0.00%)	1 (20.00%)	20.00%
28-2322 License plate	0 (0.00%)	1 (50.00%)	0 (0.00%)	1 (50.00%)	N/A
28-2354A1 License plate	1 (16.67%)	4 (12.90%)	5 (83.33%)	27 (87.10%)	3.77%
28-2354B License plate	2 (25.00%)	1 (33.33%)	6 (75.00%)	2 (66.67%)	8.33%
28-2354B1 License plate	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-2354B3 License plate	1 (100.00%)	0 (0.00%)	0 (0.00%)	7 (100.00%)	100.00%*
28-2354C	0 (0.00%)	1 (50.00%)	0 (0.00%)	1 (50.00%)	50.00%
28-2354D Obscured plate	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (100.00%)	N/A
28-2512D1	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
ARS Violation	Hispanic	White	Hispanic	White	
28-2512D2	1 (33.33%)	0 (0.00%)	2 (66.67%)	0 (0.00%)	N/A
28-2531B1 Fictitious plate	1 (100.00%)	2 (66.67%)	0 (0.00%)	1 (33.33%)	33.33%
28-2532A Registration	26 (92.86%)	115 (80.99%)	12 (7.14%)	27 (19.01%)	11.87%
28-3151A No Driver's License	77 (97.47%)	17 (85.00%)	2 (2.53%)	3 (15.00%)	7.86%*
28-3151B1	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-3154B2 Instruction Permit	1 (100.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-3156B Instruction Permit	1 (100.00%)	4 (66.67%)	0 (0.00%)	2 (33.33%)	33.33%
28-3169A Possession of DL	2 (40.00%)	3 (75.00%)	3 (60%)	1 (25.00%)	-35.00%
28-3316 Suspended license	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-3473A Suspended license	9 (90.00%)	11 (100.00%)	1 (10.00%)	0 (0.00%)	-10.00%
28-3480 Restricted driving	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-3482 Suspended license	9 (90.00%)	6 (100.00%)	1 (10.00%)	0 (0.00%)	-10.00%
28-4135A Insurance	22 (95.65%)	26 (92.86%)	1 (4.35%)	2 (7.14%)	2.79%
28-4135B Insurance	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-4135C Insurance	19 (100.00%)	27 (90.00%)	0 (0.00%)	3 (10.00%)	-10.00
28-4139A Suspended Plate	4 (57.14%)	6 (46.15%)	3 (42.86%)	7 (53.85%)	10.99%
28-448A Address change	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A

	Cite (Rate)		Warn (Rate)		Percent difference in citation rate
	Hispanic	White	Hispanic	White	
ARS Violation					
28-644A1 Obey traffic control device	2 (66.67%)	10 (71.43%)	1 (33.33%)	4 (28.57%)	-4.76%
28-644A2 Obey traffic control device	1 (50.00%)	5 (41.67%)	1 (50.00%)	7 (58.33%)	8.33%
28-645A1A	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-645A1B	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-645A3A Red light violation	6 (75.00%)	17 (100.00%)	2 (25.00%)	0 (0.00%)	-25.00%
28-645A3B No right on red	1 (16.67%)	0 (0.00%)	5 (83.33%)	6 (100.00%)	16.67%
28-645A3C Yield to Peds	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-662A1	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-693A Reckless Driving	2 (100.00%)	8 (61.54%)	0 (0.00%)	5 (38.46%)	38.46%
28-695A1 Aggressive Driving	1 (100.00%)	2 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-701.02A1 Criminal Speed	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-701.02A2 Criminal Speed	26 (98.67%)	74 (100.00%)	0 (%)	1 (1.33%)	1.33%
28-701.02A3 Criminal Speed	25 (86.21%)	126 (100.00%)	4 (13.79%)	0 (0.00%)	-13.79%
28-701A Speed	308 (71.79%)	1,044 (69.41%)	121 (28.21%)	460 (30.59%)	2.38%
28-701E Driving too slow	1 (33.33%)	1 (33.33%)	2 (66.67%)	2 (66.67%)	0.00%
28-702.01A	0 (0.00%)	1 (100.00%)	1 (100.00%)	0 (0.00%)	-100.00%
28-704A Minimum speed	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (100.00%)	N/A
28-7056A	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-708A Racing	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (100.00%)	N/A
28-710B	1 (100.00%)	3 (75.00%)	0 (0.00%)	1 (25.00%)	25.00%
28-721A Driving on Shoulder	1 (33.33%)	0 (0.00%)	2 (66.67%)	5 (100.00%)	33.33%
28-721B	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-724A	2 (66.67%)	3 (30.00%)	1 (33.33%)	7 (70.00%)	36.67%
28-724B Overtaking on Right	3 (60.00%)	8 (88.89%)	2 (40.00%)	1 (11.11%)	28.89%
28-725	2 (100.00%)	2 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-726A1	1 (100.00%)	1 (50.00%)	0 (0.00%)	1 (50.00%)	50.00%
28-727 No Passing Zone	6 (75.00%)	25 (55.56%)	2 (25.00%)	20 (44.44%)	19.44%
28-728B One-Way Road	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (%)	N/A
28-729.1 Stay in Lane	10 (14.71%)	18 (17.31%)	58 (85.29%)	86 (82.69%)	-2.6%
28-730A Tailgating	1 (33.33%)	2 (100.00%)	2 (66.67%)	0 (0.00%)	-66.67%
28-731 Crossing median	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-737A HOV Lane	8 (88.89%)	8 (72.72%)	1 (11.11%)	3 (27.28%)	16.17%
28-751.1 Improper Turn	2 (100.00%)	1 (11.11%)	0 (0.00%)	8 (88.89%)	88.89%*
28-751.2 Improper Turn	0 (0.00%)	2 (13.33%)	4 (100.00%)	13 (86.67%)	-13.33%
28-751.3	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-754A2	0 (0.00%)	1 (33.33%)	0 (0.00%)	2 (66.67%)	N/A
28-775A1	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-775A3	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-775E1	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-775E2	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-771A	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-772 Failure to Yield-Left	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-773 Failure to Yield-Intersection	0 (0.00%)	0 (0.00%)	2 (100.00%)	2 (100.00%)	0.00%
28-775A1 Yield to EV	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A

	Cite (Rate)		Warn (Rate)		Percent difference in citation rate
	Hispanic	White	Hispanic	White	
ARS Violation					
28-775A2	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-775A3 Yield to EV	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-775E1	0 (0.00%)	0 (0.00%)	1 (100.00%)	6 (100.00%)	0.00%
28-775E2	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-775E12	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-797F School Zone	1 (100.00%)	4 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-797H School Zone	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-855B Stop Sign	35 (54.69%)	44 (30.34%)	29 (45.31%)	101 (69.67%)	24.35%*
28-856.1 Exiting private drive	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-857A1 School Bus Stop	1 (33.33%)	0 (0.00%)	2 (66.67%)	0 (0.00%)	N/A
28-871A Parking	0 (0.00%)	0 (0.00%)	1 (100.00%)	3 (100.00%)	N/A
28-873A3	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-873A11	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-873A14	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-892	4 (80.00%)	1 (100.00%)	1 (20.00%)	0 (0.00%)	20.00%
28-907A Child restraints	2 (100.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-907B	1 (100.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-909A1	4 (100.00%)	2 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-909B1	5 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-914A1A Cell Phone	7 (58.33%)	20 (57.14%)	5 (41.67%)	15 (42.86%)	1.19%
28-914A1B Cell Phone	1 (33.33%)	1 (25.00%)	2 (66.67%)	3 (75.00%)	8.33%
28-922 Head lights	0 (0.00%)	0 (0.00%)	5 (100.00%)	8 (100.00%)	0.00%
28-924A Head lamps	0 (0.00%)	0 (0.00%)	3 (100.00%)	4 (100.00%)	0.00%
28-925A Tail lamps	0 (0.00%)	0 (0.00%)	4 (100.00%)	12 (100.00%)	0.00%
28-925C Tail lamps	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (100.00%)	N/A
28-926C	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (100.00%)	N/A
28-927 Stop Lamps	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-927B	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-931A	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-931C2	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-939A1 Brake lights	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-939B1 Broken brake lights	0 (0.00%)	0 (0.00%)	4 (100.00%)	3 (100.00%)	0.00%
28-939B2 Broken tail lights	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-940.1	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-942.1	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-946A Broken tail light	0 (0.00%)	0 (0.00%)	1 (100.00%)	1 (100.00%)	0.00%
28-947B	0 (0.00%)	0 (0.00%)	1 (100.00%)	3 (100.00%)	0.00%
28-957.01A Windshield wipers	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-958.01A	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-959.01B	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-959.01C	0 (0.00%)	0 (0.00%)	2 (100.00%)	5 (100.00%)	0.00%
28-964A	9 (64.29%)	5 (71.43%)	5 (35.71%)	2 (28.57%)	-7.14%
28-981A1 Unsafe vehicle	0 (0.00%)	0 (0.00%)	2 (100.00%)	1 (100.00%)	0.00%
4-244.34 Underage DUI	4 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
4-244.41	2 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A

ARS Violation	Cite (Rate)		Warn (Rate)		Percent difference in citation rate
	Hispanic	White	Hispanic	White	
4-251A2 Open container	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
FMC-393.43A	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
CFR-392.16	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
CFR-390.21A	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A

Disparity in citations between Hispanic and White drivers for ARS 28-1177A

In District 5, Two Hispanic drivers were cited under this statute while three White drivers were issued warnings. MCSO reviewed each of these stops to identify the circumstances of the stops and identify any indicia of possible bias.

- MC22101204 was a stop of a Hispanic driver. The driver was operating an ATV in a restricted area at Lake Pleasant with a passenger (the ATV was designed for one rider). When contacted, the deputy determined that the ATV was not licensed/registered. The driver was not the owner of the ATV and was from out of town and did not know that the area was closed to ATV use. The deputy did not cite the driver for operating the ATV in a closed area (a class 3 misdemeanor) but was cited for improper riding of an ATV (28-892) and no registration for the ATV (28-1177A).
- MC22065189 was a stop of a Hispanic driver for driving an OHV with four children not secured in the vehicle and who were not wearing helmets or eye protection. The vehicle did not have a license plate, was not insured and had not been registered. The deputy issued a citation for five violations: Restraint requirement for children under 16 years old (28-909B), OHV headgear requirement (28-1179B), no current registration (28-2532A), no mandatory insurance (28-4135A), and no OHV licensing (28-1177A).

Warnings issued to White drivers for ARS 28-1177A

- MC22149844 was a stop of a White driver for riding his OHV in a restricted area at Lake Pleasant. The driver stated that he did not know the area was restricted and that this was his first time in the park. The ATV did not belong to the driver and was not registered for off-road use. The VSCF comments indicated that the driver was cited for 28-1177 although the driver was issued a warning. The deputy educated the driver regarding the rules about riding an ATV in the park.
- MC22073624 was a stop of a White driver on an OHV for driving on the road when the vehicle was licensed for off-road use only. The deputy provided the driver with a rules and regulations pamphlet explaining the laws regarding OHV use. The vehicle was registered

for off-road use. The driver was written a warning for 28-2532A (No current registration) and 28-1177A OHV use without road licensing.

- MC22205249 was a stop of a White driver for no license plate on his motocross bike. The stop was on a dirt road with many OHVs in use (Forrest Road 403). The driver stated that his license plate had fallen off. The deputy used the VIN to look the vehicle up. The registration was current and licensed to the driver for off road use. The deputy issued a warning for 28-1177A OHV use without licensing.

Disparity in Citation rate for Hispanic and White drivers for ARS 28-3151A

District 5 deputies cited 77 Hispanic drivers for ARS 28-3151A and issued a warning to 12 Hispanic drivers. White drivers were cited for ARS 28-3151A during 17 stops and were issued a warning during three stops.

Hispanic Drivers Issued Citations for ARS 28-3151A

- MC22099832 Was a stop of a Hispanic driver for speed (58 mph in a 35 mph zone). The driver did not have a drivers license and had never been issued one.
- MC22093008 Was a stop of a Hispanic driver for a stop sign violation. The driver did not have a driver's license and had never been issued one in any jurisdiction. The vehicle was not towed (per 28-3511) because the deputy did not want to leave the driver stranded in the park (Lake Pleasant) with no water and high temperatures. The driver was cited for 28-3151 and was given a verbal warning for the stop sign violation.
- MC22115304 Was a stop of a Hispanic driver for speeding (55 mph in a 35-mph zone). The driver did not have a driver's license and had never been issued one. The vehicle was not towed (per 28-3511) because of high temperatures. The driver was cited for 28-3151 and given a verbal warning for the speeding violation.
- MC22082501 Was a stop of a Hispanic driver for children standing in the vehicle in the sunroof while the vehicle was traveling 50 mph. The driver did not have a valid driver's license. The driver was cited for 28-909B (restraints required for children under 16 years) and 28-3151A.
- MC22129886 Was a stop of a Hispanic driver for speeding (57 mph in a 35-mph zone). The driver did not have a valid driver's license. The driver was issued a citation for speeding (28-701A) and 28-3151A.
- MC22056858 Was a stop of a Hispanic driver for speeding (44 mph in a 35-mph zone). The driver did not have a valid driver's license. The driver was cited for speeding (28-701.01A) and 28-3151A.

- MC22131581 Was a stop of a Hispanic driver for speeding (87 mph in a 65-mph zone, criminal speed). The driver did not have a driver's license. The driver was cited for speeding (28-701A, civil) and 28-3151A.
- MC22068927 Was a stop of a Hispanic driver for failing to maintain lane. The driver did not have a driver's license. The driver was issued a citation for 28-3151 and given a verbal warning for failing to maintain lane.
- MC22153700 Was a stop of a Hispanic driver for a stop sign violation. The driver did not have a driver's license and had never been issued one. The driver was given a citation for 28-3151A and given a verbal warning for the stop sign violation. The vehicle was not towed (per 28-3511) because there was a child in the vehicle and the passenger (a licensed driver) was able to drive the vehicle away.
- MC22175629 Was a stop of a Hispanic driver for speeding (58 mph in a 35 mph zone). The driver did not have a valid driver's license but did have an expired Mexican driver's license. The driver was cited for 28-3151A and given a verbal warning for speed.
- MC22114700 Was a stop of a Hispanic driver for speeding (55 mph in a 35 mph zone). The driver did not have a valid driver's license and had never been issued one. The vehicle was not towed (per 28-3511) due to the heat conditions. The driver was issued a citation for 28-3151 and given a verbal warning for speeding.
- MC22092229 Was a stop of a Hispanic driver for speeding (52 mph in a 35-mph zone). The driver did not have a valid driver's license. The driver was cited for 28-3151 and given a verbal warning for speeding.
- MC22065184 Was a stop of two Hispanic drivers on ATVs who were not wearing eye protection. Both ATVs had no registration. Both drivers stated they had driver's licenses out of Mexico but did not provide licenses when asked. During the stop, the deputy was dispatched for a near drowning. He issued one citation for 28-3151A and left the stop for the priority call.
- MC22092988 Was a stop of a Hispanic driver for a stop sign violation. The driver did not have a valid driver's license. The vehicle was not towed because of the heat and there were passengers in the vehicle. The driver was issued a citation for 28-3151 and given a verbal warning for the stop sign violation.
- MC22025101 Was a stop of a Hispanic driver for failing to stop at a red light. The driver provided registration and insurance but did not have a valid driver's license. The driver was cited for the red-light violation (28-645A3A) and 28-3151.
- MC22153830 was a stop of a Hispanic driver for using a cell phone while driving. The driver did not have a valid driver's license. The driver was cited for 28-3151 and was given a verbal warning for the cell phone violation.

- MC22077716 Was a stop of a Hispanic driver for speeding (90 mph in a 65 mph zone, criminal speed). The driver did not have a driver's license. The driver was cited for civil speed (28-701A) and 28-3151A. The vehicle's owner (company vehicle) arrived to drive the vehicle away.
- MC22091215 Was a stop of a Hispanic driver for a stop sign violation. The driver did not have a valid driver's license. The driver was cited for 28-3151 and was given a verbal warning for the stop sign violation. The driver had a licensed friend come to the stop in order to drive the vehicle away.
- MC22144869 Was a stop of a Hispanic driver for failure to maintain lane. The driver did not have a license and had never been issued a license. The vehicle was not towed (per 28-3511) because it was loaded with mangos, was in a remote location, and it was very hot outside. The driver was cited for 28-3151 and given a verbal warning for failure to maintain lane.
- MC22111192 Was a stop of a Hispanic driver for speeding (64 mph in a 45 mph zone). The driver did not have a driver's license and did not have identification with him. The driver was cited for 28-3151 and 28-701A. The passenger was contacted to confirm he had a valid driver's license and was able to driver the vehicle after the stop.
- MC22092875 Was a stop of a Hispanic driver for failure to maintain lane. The driver did not have a driver's license and had never been issued one. The vehicle was not towed (per 28-3511) because of the heat and there were family members in the vehicle. There was a licensed driver in the vehicle who was allowed to drive the vehicle away after the stop. The driver was issued a citation for 28-3151 and given a verbal warning for failing to maintain lane.
- MC22051627 Was a stop of a Hispanic driver for a stop sign violation. The driver admitted to not having a driver's license and never having been issued one. The driver was cited for the stop sign violation (28-855B) and 28-3151. The vehicle was not towed (per 28-3151) because of heat and there was a licensed driver in the vehicle who drove the vehicle after the stop.
- MC22105155 Was a stop of a Hispanic driver for passing in a no passing zone. The driver did not have a driver's license and had never been issued one. The vehicle was not towed (per 28-3151) because of heat and the stop was in a remote area (Lake Pleasant Park). The driver was issued a citation for 29-3151 and given a verbal waring for passing in a no passing zone.
- MC22144768 Was a stop of a Hispanic driver for criminal speeding (58 mph in a 35 mph zone). The driver provided an Arizona ID card but did not have a driver's license and had never been issued one. The vehicle was not towed (per 28-3511) because it was extremely

hot out and the passenger in the vehicle was licensed and could drive the vehicle away. The driver was cited for speeding (civil, 28-701A) and 28-3151.

- MC22136003 Was a stop of a Hispanic driver for speeding (55 mph in a 35 mph zone). The driver supplied a CA ID card and stated that he did not have a driver's license. The passenger was licensed and took possession of the vehicle. The driver was cited for speed (28-701A) and 28-3151A.
- MC22096697 Was a stop of a Hispanic driver for a stop sign violation and tail-gaiting. The driver did not have a driver's license, but provided an instruction permit. The driver was cited for the stop sign violation (28-855B), following too closely (28-730A) and no valid driver's license (28-3151).
- MC22031040 Was a stop of a Hispanic driver for speeding (81 mph in a 65 mph zone). The driver did not have a license. He was cited for 28-3151 and given a verbal warning for the speeding violation. The vehicle was not towed (per 28-3511) because it was hot out and there were passengers (children) in the vehicle.
- MC22092228 Was a stop of a Hispanic driver for speeding (52 mph in a 35 mph zone). The driver did not have a driver's license.
- MC22085282 Was a stop of a Hispanic driver for passing in a no passing zone. The driver did not have a license. The driver was cited for the passing violation (28-727), failure to provide evidence of financial responsibility (28-4135C) and 28-3151A.
- MC22086868 Was a stop of a Hispanic driver for criminal speeding (61 mph in a 35 mph zone). The driver did not have a driver's license. The driver was cited for civil speeding (28-701A) and 28-3151. The vehicle was left in the parking lot at the boat launch in lieu of tow (28-3511).
- MC22090847 Was a stop of a Hispanic driver for no visible license plate. The driver had no valid driver's license, but provided the deputy with the temporary license plate that was in the vehicle. The driver stated that they had previously been issued a license in Mexico. The driver was cited for 28-3151.
- MC22074271 Was a stop of a Hispanic driver for criminal speeding (59 mph in a 35 mph zone). The driver did not have a driver's license and provided a Honduras passport for identification. The driver was cited for civil speed (28-701A) and 28-3151. The vehicle was not towed because it was hot and in a remote location (Lake Pleasant Park)
- MC22073707 Was a stop of a Hispanic driver for speeding (52 mph in a 35 mph zone). The driver supplied a passport for identification and stated that they did not have a driver's license. The driver was cited for speed (28-701A) and 28-3151A. The passenger was a licensed driver and was allowed to take possession of the vehicle.

- MC22153648 Was a stop of a Hispanic driver for a stop sign violation. The driver had an expired license. The driver was cited for the stop sign violation (28-855B) and driving without a valid license (28-3151A).
- MC22006060 Was a stop of a Hispanic driver for speeding (81 mph in a 65 mph zone). The driver was riding a motorcycle and did not have a plate on the bike. The driver did not have a motorcycle endorsement on his license. The driver was given a verbal warning for speeding but was given a citation for 28-3151 and no rear license plate as required (28-2354A1).
- MC22087495 Was a stop of a Hispanic driver for speeding (55 mph in a 35 mph zone)
- MC22063158 was a stop of a Hispanic driver for expired registration. The driver did not have a driver's license. The registration had been expired less than 30 days. The deputy issued a verbal warning for the expired registration and issued a citation for 28-3151A.
- MC22144780 was a stop of a Hispanic driver for a stop sign violation. The driver did not have a driver's license and had never been issued one. Because the vehicle had children in it, the deputy did not tow (per 28-3511). The driver was issued a citation for 28-3151A and was given a verbal warning for the stop sign violation.
- MC22092249 was a stop of a Hispanic driver for an improper turn from the left turn lane. The driver did not have a driver's license but stated that they had been issued one in Mexico. The driver was issued a citation for 28-751.1 (improper turn) and 28-3151A.
- MC22177667 was a stop of a Hispanic driver for a stop sign violation. The driver did not have a driver's license and had never been issued one. The vehicle was not towed (per 28-3511) because of the remote location (Lake Pleasant Park) and because there were elderly and children in the vehicle. The driver was cited for failure to stop at a stop sign (28-855B), failure to provide evidence of financial responsibility (28-4135C) and 28-3151A.
- MC22165419 was a stop of a Hispanic driver for aggressive driving (failure to maintain lane, speed, improper lane change). The driver stated that they did not have a driver's license and had never been issued one. The deputy allowed the owner of the vehicle to take possession of it. The driver was cited for 28-3151A and reckless driving (28-693).
- MC22093029 was a stop of a Hispanic driver for a stop sign violation. The deputy conducted a field sobriety test as there was a strong odor of alcohol in the vehicle. The driver did not have a driver's license. The driver was cited for failing to stop at a stop sign (28-855B) and 28-3151A.
- MC22224511 was a stop of a Hispanic driver for failing to maintain lane. The driver did not have a driver's license and had never been issued one. The deputy was on DUI task force and there were no signs of impairment. The vehicle was not towed because the deputy

was on the DUI task force and wished to make more stops. The driver was issued a citation for 28-3151A and given a verbal warning for failure to maintain lane.

- MC22092385 was a stop of a Hispanic driver for a stop sign violation. The driver underwent field sobriety test because there was the smell of alcohol inside the vehicle. The driver was determined to not be impaired. The driver did not have a driver's license and had never been issued one. Due to the location and heat, the vehicle was not towed (per 28-3511). The driver was issued a citation for the stop sign violation (28-855B) and 28-3151A.
- MC22154352 was a stop of a Hispanic driver for speeding (51 mph in a 35 mph zone). The driver did not have a driver's license. The driver was cited for 28-3151 and given a verbal warning for speeding.
- MC22007155 was a stop of a Hispanic driver for speeding (69 mph in a 50 mph zone). The driver was issued a citation for speeding (28-701A) and 28-3151A. The vehicle was not towed because the registered owner was nearby and could take possession of the vehicle.
- MC22004945 was a stop of a Hispanic driver for aggressive driving (103 mph in a 35 mph zone) and unsafe lane changes. The driver did not have a driver's license. The driver was cited for aggressive driving (28-695A1, criminal) and 28-3151A. The vehicle was not towed because the registered owner of the vehicle arrived to take possession.
- MC22149896 was a stop of a Hispanic driver for a stop sign violation. The driver did not have a driver's license but presented a passport for identification. The driver was cited for 28-3151 and given a verbal warning for the stop sign violation. The licensed passenger took possession of the vehicle.
- MC22065145 was a stop of a Hispanic driver for failing to maintain lane. The driver did not have a driver's license. The driver was cited for 28-3151A and given a verbal warning for failure to maintain lane. The passenger had a valid driver's license and was given possession of the vehicle.
- MC22128070 was a stop of a Hispanic driver for criminal speeding (60 mph in a 35 mph zone). The driver did not have a driver's license and provided a Honduras passport for identification. The driver was cited for civil speed (28-701A) and 28-3151A. The passenger of the vehicle was licensed and took possession of the vehicle.
- MC22213288 was a stop of a Hispanic driver for speeding (50 mph in a 35-mph zone). The driver did not have a driver's license and had never been issued one. The driver provided a Mexican passport for identification. The driver was issued a citation for 28-3151A and given a verbal warning for speeding. The vehicle was towed per ARS 28-3511.
- MC22224132 was a stop of a Hispanic driver for no license plate light. The driver stopped in the middle of the roadway. The driver did not have a driver's license and provided a

passport for identification. The driver stated that he had a driver's license. The driver was cited for 28-3151A and given a verbal warning for the license plate light. The driver's girlfriend took possession of the vehicle.

- MC22115367 was a stop of a Hispanic driver for passing in a no passing zone. The driver did not have a driver's license. The vehicle also had a fictitious plate. The driver was issued a citation for 28-2531B1, knowingly displaying a fictitious plate and 28-3151A. The driver was given a verbal warning for the passing violation. The vehicle was not towed (per 28-3511) because there were children in the vehicle and heat.
- MC22156263 was a stop of a Hispanic driver for criminal speeding (76 mph in a 45 mph zone). The driver did not have a driver's license. The driver was cited for civil speed and 28-3151A and 28-3151A. A licensed driver arrived to take possession of the vehicle.
- MC22224677 was a stop of a Hispanic driver for one head light. The driver did not have a driver's license and could not provide proof of insurance. The driver had never been issued a driver's license. The vehicle was towed per 28-3511. The driver was cited for 28-3151A and given a verbal warning for the headlight violation.
- MC22204864 was a stop of a Hispanic driver for criminal speeding (99 mph in a 65 mph zone). The driver did not have a license and had never been issued a license. The driver was cited for criminal speed (28-701.02A3) and 28-3151. The vehicle was towed per ARS 28-3511. The driver was given a courtesy ride to a gas station where his friend would pick him up.
- MC22008295 was a stop of a Hispanic driver for criminal speeding (76 mph in a 45 mph zone). The driver did not have a driver's license and had never been issued one in any jurisdiction. The driver did not have proof of insurance. The driver was cited for criminal speed (28-701.02A3), 28-3151, and no mandatory insurance (28-4135A). The vehicle was towed per 28-3511. The deputy provided the driver with a courtesy ride.
- MC22223689 was a stop of a Hispanic driver for expired registration. The driver did not have a driver's license and provided the deputy with a passport for identification. The driver could not provide registration or proof of insurance. The driver was cited for no registration (28-2532A), no insurance (28-4135A) and 28-3151A. The vehicle was towed per ARS 28-3511. The driver was picked up by a friend.
- MC22020990 was a stop of a Hispanic driver for using a cell phone while driving. The driver did not have a driver's license and the vehicle's plates were suspended for financial responsibility. The driver was issued a citation for using a cell phone while driving (28-914A), 28-3151A, and displaying suspended plates (28-4139A). The driver was provided a courtesy ride home from the stop location.
- MC22061937 was a stop of a Hispanic driver for driving 35 mph in a 50 mph zone and using a cell phone while driving. The driver did not have a driver's license. The driver was

issued a citation for 28-3151A and using a cell phone while driving (28-914A1A). The vehicle was towed per ARS 28-3511.

- MC22213201 was a stop of a Hispanic driver for speeding (81 mph in a 65 mph zone). The driver did not have a driver's license and had never been issued one in any jurisdiction. The driver was issued a citation for ARS 28-3151A and given a verbal warning for speeding. The vehicle was towed per ARS 28-3511. The driver was given a courtesy ride home.
- MC22000003 was a stop of a Hispanic driver for no taillights. The driver had no license and had never been issued a license. The driver was cited for 29-3151A and given a verbal warning for the taillights. The vehicle was towed per ARS 28-3511. The driver was given a courtesy ride to his home.
- MC22095900 was a stop of a Hispanic driver for a stop sign violation. The driver did not have a driver's license and had never been issued a license in any jurisdiction. The passenger was contacted to determine if they could drive the vehicle. The passenger had an arrest warrant. The passenger was turned over to Phoenix PD. The driver was issued a citation for the stop sign violation (28-855B) and 28-3151. The vehicle was turned over to the driver's girlfriend in lieu of 28-3511 tow.
- MC22163711 was a stop of a Hispanic driver for criminal speed (100 mph in a 65 mph zone) and driving in the HOV lane with only one occupant in the vehicle. The driver did not have a license and had never been issued one in any jurisdiction. The driver was cited for criminal speed (28-701.02A3), HOV violation (28-737A), and 28-3151A. The driver's vehicle was towed per 28-3511. A friend picked the driver up from the scene of the stop.
- MC22016116 was a stop of a Hispanic driver for criminal speed (101 mph in a 65 mph zone). The driver did not have a driver's license and had never been issued one in any jurisdiction. The driver was cited for criminal speed (28-701.02A3), 28-3151, and failure to provide evidence of financial responsibility (28-4135C). The driver's vehicle was towed per 28-3511.
- MC22092745 was a stop of four Hispanic drivers in OHVs with children not wearing helmets or eye protection. One of the four drivers did not have a valid driver's license. All drivers were cited. The driver without a driver's license was cited for no helmet/eye protection (28-964A), 28-3151A, and no valid registration (28-2532A). The vehicle was not towed due to its remote location and the presence of children in the vehicle.
- MC22099228 was a stop of a Hispanic driver for driving 35 mph in a 50 mph zone. The driver did not have a driver's license and had never been issued one in any jurisdiction. The driver did not have proof of insurance in the vehicle. The driver was cited for Speed not reasonable and prudent (28-701E) 28-3151A, and no mandatory insurance (28-4135A). The vehicle was towed per ARS 28-3511.

- MC22180856 was a stop of a Hispanic driver for a stop sign violation. The driver did not have a driver's license and provided the deputy with a Honduras identification card as ID. The driver was cited for failing to stop at a stop sign (28-855B) and 28-3151A. The vehicle was towed per 28-3511. The driver's girlfriend showed up to give him a ride home.
- MC22056357 was a stop of a Hispanic driver for failure to maintain lane. The driver stated that he did not have a driver's license. The driver was cited for 28-3151 and given a verbal warning for failure to maintain lane. The vehicle was towed per ARS 28-3511 and the driver was picked up by a family member.
- MC22034198 was a stop of a Hispanic driver for speeding (49 mph in a 35 mph zone). When the deputy contacted the driver he noted that children in the rear of the vehicle were not in car seats, as required. The driver did not have insurance. The driver was cited for speeding (28-701A), no mandatory insurance (28-4135A), 28-3151A, and a child passenger seat violation (28-907B). The vehicle was towed per ARS 28-3511. The driver and her children were picked up by a friend.
- MC22050252 was a stop of a Hispanic driver for speeding (50 mph in a 35 mph zone). The driver provided registration for the vehicle but did not have a driver's license or proof of insurance. The driver was cited for 28-3151A, speeding (28-701A), and no mandatory insurance (28-4135A). The vehicle was towed per ARS 28-3511. The driver was picked up by a friend.
- MC22114984 was a stop of a Hispanic driver for aggressive driving (speeding and unsafe lane change). The driver did not have a driver's license. The driver was cited for speeding (28-701A), unsafe lane change (28-729.1) and 28-3151A. The vehicle was towed per ARS 28-3511. The driver was given a courtesy ride home by the deputy.
- MC22154256 was a stop of a Hispanic driver for driving off the roadway (failure to maintain lane). The driver did not have a driver's license. The driver had two warrants for his arrest out of Tempe. The driver was arrested and transported to Tempe. The driver was cited for 28-3151 only.
- MC22082582 was a stop of a Hispanic driver for failing to maintain lane. The driver was contacted and determined to be intoxicated and arrested for a DUI. The driver did not have a driver's license. The driver was cited for the DUI (28-1381A1) and 28-3151. He was later released after processing for DUI.
- MC22013457 was a stop of a Hispanic driver for failure to maintain lane. The driver was stopped and determined to be intoxicated and arrested for a DUI. The driver did not have a driver's license. The driver was cited for DUI and extreme DUI (28-1381A1, 28-1381A2, 28-1382A1), 28-3151, and Drive in one lane/unsafe lane change (28-729.1).
- MC22212740 was a stop of a Hispanic driver for criminal speeding (62 mph in a 35 mph zone). The driver provided proof of insurance and registration for the vehicle. The driver

was cited for civil speeding (28-701A) and 28-3151A. The vehicle was towed per 28-3511. The driver was picked up by friends.

- MC22113994 was a stop of a Hispanic driver for failure to stop at a stop sign and failure to maintain lane. The driver did not have a driver's license. There were three children in the vehicle and one other adult. The driver was arrested for a DUI (drugs) and was cited for failure to stop at a stop sign (28-855B) and 28-3151A.

Hispanic Drivers Issued Warnings for 28-3151A

- MC22162475 was a stop of a Hispanic driver for speeding (52 mph in a 35 mph zone). The driver had an expired driver's license. The driver was given a warning for 28-3151 and speeding (28-701A). The passenger took possession of the vehicle.
- MC22105176 was a stop of a Hispanic driver for failure to maintain lane. The driver did not have a license. The driver stated that he was the only sober person in the vehicle and the only one who could drive. The deputy conducted field sobriety tests and determined the driver was sober (BAC 0.000) The deputy indicated that he would normally cite for this offense (28-3151A), but given the circumstances and the proximity to their destination decided to issue a warning. The driver was warned for 28-729.1 and 28-3151A.

White drivers cited for 28-3151A

- MC22067550 was a stop of a White driver for passing in a no passing zone. The driver was on a motorcycle. The driver did not have a motorcycle endorsement on their driver's license. The driver could not provide evidence of insurance coverage. The driver was cited for No passing in a passing zone (28-727), no valid driver's license (28-3151A) and no mandatory insurance (28-4135A).
- MC22106785 was a stop of a White driver for criminal speeding (61 mph in a 35-mph zone). The driver was on a motorcycle. The driver did not have a motorcycle endorsement on their driver's license. The driver was cited for speeding ARS 28-701A and no valid driver's license (28-3151A).
- MC22072022 was a stop of a White driver for criminal speeding (100 mph in a 65-mph zone). The driver's license was expired out of California and the driver could not provide proof of insurance coverage. The driver was cited for criminal speed (28-701.02A2), 28-3151, and failure to provide evidence of financial responsibility (28-4135C).
- MC22043677 was a stop of a White driver for criminal speed (94 mph in a 65-mph zone). The driver was on a motorcycle and did not have a motorcycle endorsement. The driver was cited for civil speeding (28-701A) and 28-3151A.
- MC22036447 was a stop of a White driver for speeding (85 mph in 65 mph zone). The driver did not have a driver's license on him but it was verified that he had a valid license through JWI. The driver did not provide proof of insurance. The driver was cited for

speeding (28-701A), 28-3151A, and failure to provide proof of financial responsibility (ARS 28-4135C).

- MC22108387 was a stop of a White driver for expired registration. The registration on the vehicle had expired. The driver identified that her driver's license was suspended out of Oklahoma. The driver was issued citation for expired registration (ARS 28-2153A) and no valid driver's license (ARS 28-3151A)
- MC22009142 was a stop of a White driver for criminal speed (60 mph in a 35-mph zone). The driver's license has expired. The driver was cited for civil speed (28-701A), no mandatory insurance (28-4135A) and 28-3151A.
- MC22131599 was a stop of a White driver for expired registration. The driver was cited for no current vehicle registration (28-2153A) and 28-3151A. The driver was only able to supply an ID card. The driver stated that he had a license out of California and supplied the deputy with a driver's license number. The deputy identified that the driver's license from California was expired.
- MC22008992 was a stop of a White driver for expired registration (November 2021). The driver did not have a driver's license and had never been issued a license. The driver was a juvenile and had been asked by the passenger (also a juvenile) to drive because the passenger had recently been in an accident. The driver was cited for no current registration (28-2153A) and 28-3151A. The passenger (a licensed driver) took possession of the vehicle.
- MC22090884 was a stop of a White driver for an unreadable plate. The registration on the plate was expired. The driver's license (out of Colorado) was also expired. The driver was cited for no current vehicle registration (28-2153) and 28-3151A.
- MC22038903 was a stop of a White driver for speeding (100 mph in a 65 mph zone). The driver did not have a motorcycle endorsement on his license. The driver was cited for civil speeding (28-701A), no current registration (28-2532A), and 28-3151A.
- MC22114052 was a stop of a White driver for a stop sign violation. All occupants of the vehicle were deaf. Communication was facilitated by writing notes. The notes were not decipherable in the BWC footage. The driver gave the deputy an ID card. The deputy checked with dispatch to determine if the driver had ever been issued a license. She did not have a driver's license. The driver was cited for no current registration (ARS 28-2532A) and no valid driver's license (28-3151A). The passenger was allowed to take possession of the vehicle.
- MC22193819 was a stop of a White driver for expired registration. The driver was issued a citation for no mandatory insurance (28-4135A), no current registration (28-2532A), and no valid driver's license (28-3151A).

- MC22160277 was a stop of a White driver for speeding on a motorcycle. The driver was driving 87 mph in a 40-mph zone. The deputy noted “Traffic stop was initiated for a group of motorcycle driving reckless. Very dynamic movements and driving to turn around, catch up to the motorcycle, and then contact the operator without allowing him to start the bike and leave. Rider already failed to yield and the other motorcycle that T524 tried to catch fled and was not caught. I had to quickly contact the operator and was unable to call out the stop on radio until contact was made. It would have been unsafe to operate the radio while driving at that time. Operator had no registration or insurance papers and there was some misinformation about whether or not he had a driver's license here or in New Mexico.” The driver supplied an ID card only. The driver was cited for speeding (28-701A), no mandatory insurance (28-4135A), no current vehicle registration (28-2153A), no valid driver’s license (28-3151A), and failure to display legible plate (28-2354B).
- MC22200840 was a stop of a White driver for expired registration. The driver’s license was suspended for failure to appear. The driver stated that he knew that his license was suspended out of Utah. The driver contacted his wife on the phone to identify if the vehicle was registered. The wife was able to provide an image of the proof of insurance for the vehicle. The driver had a non-extraditable warrant out of Coconino County. The driver was cited for driving on a license suspended for failure to appear (28-3482A), no current registration (28-2532A), and no valid driver’s license (28-3151A).
- MC22155298 was a stop of a White driver for expired registration. The driver had no paperwork for the vehicle and did not have a driver’s license. The driver did not have a driver’s license and the vehicle did not have current registration. The driver was cited for no current registration (28-2532A) and no valid driver’s license (28-3151A). The driver had a warrant for her arrest for shoplifting. The driver was arrested during the stop. The warrant took nearly 10 minutes to confirm.
- MC22065710 was a stop of a White driver for the license plate not matching the vehicle. The

White drivers issued warnings for 28-3151A

- MC22213258 was a stop of a White driver for expired registration. The driver did not immediately stop when the deputy initiated the stop. The deputy noted in the VSCF “Vehicle had expired registration and left its lane into another one time. Driver indicated she forgot to renew the registration and was tired. Driver's license was expired by about one month. Warning issued and educated on the laws. Warning was issued for the expired license due to it being recently expired.” Interaction with the driver was typical. The driver took about 2 minutes to get her insurance and registration. The driver stated that she was 80 years old. The deputy noted that his printer was not working and that he would mail the warning to the driver. There was no ETSI selected on the VSCF. The driver was issued a

warning for no current registration (ARS 28-2153A) and no valid driver's license (ARS 28-3151A).

- MC22018493 was a stop of a White driver for driving a motorcross bike without a license plate. The driver was 15 years old. The driver did not have license insurance or registration. The deputy needed to find the VIN number on the bike. The deputy educated the driver on the laws about riding motorcross bikes on the street. The driver was issued a warning for driving the motorcycle without a license (ARS 28-3151A), failure to provide proof of financial responsibility (ARS 28-4135C), and no current registration (ARS 28-2532A).
- MC22127570 was a stop of a White driver for driving a minibike on the roadway. The driver was 15 years old. The minibike had no license plate, insurance or registration. The deputy contacted the parents and arranged for the mother to come pick up the kid and the minibike. The deputy also spoke to the father on the phone who asked that his son be issued warnings and that the father would take care of the discipline at home. The driver was issued a warning for no valid license (ARS 28-3151A), failure to provide evidence of financial responsibility (ARS 28-4135C), and speed not to impede traffic (ARS 28-704A).

District 7:

Disparity in Stop Length for Minority Drivers and White drivers and Black drivers and White Drivers

Propensity score matching for District 7 identified that Minority drivers and Hispanic drivers had longer stop lengths than White drivers in District 7. To address this, TSAU staff reviewed all long stops of Minority and White drivers that exceeded 20 minutes and which deputies did not select an ETSI or stops where no arrest or search was made. Body worn camera footage, VSCFs, Incident Reports, and citations and warnings were reviewed for these stops. Below we provide narratives for each reviewed stop identifying any delays that impacted the stop length.

Long Stops of Minority Drivers

- Stop MC22218394 took 34 minutes to complete. The driver was stopped for expired plates (mandatory insurance suspended). The deputy did not contact the driver until 3 minutes into the video. The driver had a temporary plate in her possession and stated that they had just gotten the temporary plate from the MVD. The deputy returned to his vehicle to call the MVD and was on the phone with the MVD for several minutes. The deputy was able to confirm the license plate was suspended. The deputy started a property receipt for seizing the plate. However, the plate was rusted on the vehicle screws, so he was unable to seize the plate. The deputy tried for several minutes to remove the plate. He returned to his vehicle to try and find a different tool. He ultimately told the driver she could leave because he didn't want to damage the vehicle. The driver was issued a citation for driving with suspended plates.
- Stop MC22102577 took 29 minutes to complete. The driver was stopped for speeding (63 in a 50 MPH zone). The driver did not have proof of insurance or a valid driver's license. The driver supplied his Arizona ID. The deputy returned to the vehicle to confirm that the driver did not have a driver's license. The deputy called his supervisor to confirm a course of action regarding the driver's license. The supervisor came to the stop to confirm the driver's license situation. The driver spoke some English. The second deputy spoke to the driver in Spanish. The primary unit waited approximately 5 minutes for the other unit to arrive. The deputy confirmed that the passenger could drive and did not tow the vehicle as there were two children in the car and it was extremely hot outside. The driver was issued a citation for speeding and driving without a license.
- Stop MC22151609 took 26 minutes to complete. The driver was stopped for speeding (59 in a 35 MPH zone). The driver needed to pull up the insurance and registration on his phone because the car was a rental car. The driver had a Texas driver's license and stated that his Arizona license was lost. The deputy accidentally dropped the driver's license in between the seat and the center console. He was unable to retrieve the license and had to confirm

the address with the driver. This delayed the stop several minutes. The deputy stated on the VSCF that identifying the registration information also delayed the stop.

- Stop MC22021769 took 25 minutes to complete. The driver was stopped for failing to stop at a stop sign. The driver took a few minutes to get her license. The driver did not have registration and spent time explaining why she did not have registration. The driver provided a photograph of her insurance information. This occurred 7 minutes into the stop. The deputy verbalized to the driver that he had some computer problems and that this delayed the stop. No technical issue ETSI was selected on the VSCF. The deputy issued a citation to the driver for the violation. The deputy explained the citation to the driver. The driver had a few questions for the deputy. The deputy was friendly and courteous throughout the stop.
- Stop MC22161696 took 24 minutes to complete. The driver was stopped for driving with an unsecured load. The trailer was dumping dirt on the road. The driver took nearly two minutes to stop once the deputy initiated the stop. Once the deputy contacted the driver the driver exited the vehicle on his own to see what might be wrong with the trailer. The deputy and the driver took a little time to examine the trailer to see how they might keep it from spilling dirt out the back. The driver started working on the trailer to fix the issue while the deputy completed a warning for the stop. The deputy explained the warning and reminded the driver to get his trailer fixed.
- Stop MC22125413 took 23 minutes to complete. The driver was stopped for having expired registration on the vehicle. The driver took some time looking for her driver's license. She did not have her driver's license with her. The driver spent additional time searching for her registration and insurance information. The deputy wrote down the driver's information. By the time the deputy was able to return to his patrol vehicle, the video had elapsed 6 minutes. The deputy informed the driver that because she did not have her license or registration, the stop would take a few extra minutes. The deputy returned to the vehicle and explained the citation and explained how the driver could take care of the citation. The driver was cited for the registration violation.
- Stop MC22146635 took 23 minutes to complete. The driver was stopped for speeding (51 in a 35 MPH zone). The driver needed to get his insurance from his phone. The vehicle was not registered, and the driver had an out-of-state driver's license. An additional deputy showed up to the stop and was speaking with the primary deputy throughout the stop. The primary deputy verbalized that he was having difficulty with the out-of-state license. The deputy wrote the citation for speed, no valid license, and no registration on the vehicle. The deputy took a few minutes to explain the different violations on the citation. The driver had some questions about the citation. The deputy took some time to give the driver directions.
- Stop MC22039959 took 21 minutes to complete. The driver was stopped for an unsafe lane change. The deputy noted on the VSCF that the stop only lasted about 7 minutes and that

he did not clear the call right away. BWC footage was able to confirm that the stop was about 10 minutes long.

- Stop MC22101788 took 21 minutes to complete. The driver was stopped for having expired registration. The vehicle had a registration tag from a different vehicle. The vehicle did not belong to the driver. The driver took several minutes to locate insurance and registration information. The driver did not have registration information. There was some confusion about the plate and the tag that was on the vehicle. The registration tag was associated with a trailer and not this vehicle. A second deputy was at the stop and spoke with the driver about who owned the vehicle. Both deputies spent a few minutes discussing the situation. The primary deputy explained the problems with the tags and plates and the driver had a few questions about the situation. The deputy explained the citation and how the driver could easily resolve the citation with current registration.
- Stop MC22192669 took 21 minutes to complete. The driver was stopped for an unsafe lane change. He had almost hit another vehicle. The deputy noted on the VSCF that the stop only lasted about 7 minutes and that he did not clear the call right away. BWC footage was able to confirm that the stop was about 10 minutes long.
- Stop MC22022875 took 21 minutes to complete. The driver was stopped for speeding (58 in a 35 MPH zone). The driver stopped in the left lane. The deputy asked the driver to move the vehicle to a safer location to complete the stop. The driver took considerable time (7 minutes) looking for his registration and insurance while the deputy waited. The driver was unable to supply proof of insurance or registration for the vehicle. The driver was cited for civil speed and not having registration in the vehicle. The deputy explained the citation and how the driver could take care of the citation.

Long Stops of White Drivers

- MC22048673 was a stop of a White driver for speeding (59 mph in a 45-mph zone). The stop took 21 minutes to complete. The deputy noted in the VSCF “Female driver grandmother is the RO. Female driver did not provided proof of valid insurance. She presented an outdated proof of insurance dated 12/2021. Female driver admitted to speeding. The speed measurement tool used was a Pro Laser III Infrared Lidar System PL34055. The mouse function on the MDC froze a few times, which extended the call for a few minutes. Advised her to slow down and drive the speed limit.” The driver was cited for speeding (ARS 28-701A) and failure to provide evidence of financial responsibility (ARS 28-41-35C).
- MC22137764 was a stop of a White driver for speeding (69 mph in a 50-mph zone). The stop took 21 minutes to complete. The deputy noted on the VSCF “internal guideline: driver issued citation because the speed limit was exceeded by 13 or more miles per hour.,

stop extended because driver is an honorary consular from Poland living in Arizona and wanted to know if he had immunity. court confirmed subject does not have immunity.” The driver was cited for speeding (ARS 28-701A)

- MC22008429 was a stop of a White driver for an illegal right turn on a red light. The stop took 21 minutes to complete. The deputy noted in the VSCF “I observed the violation and initiate the traffic stop. Upon contacting the driver I explained why I pulled him over. He moved here about 2 months ago and does not reside in the area. Due to the circumstances of stop I issued him a citation.” The driver was cited for the illegal turn (ARS 28-645A3B).
- MC22210546 was a stop of a White driver for a stop sign violation. The deputy noted in the VSCF “Due to driver did not had license on her during the stop and having to do multiple checks to confirm driver has a valid license it took some time which is why the stop took longer than normal. While I was conducting traffic enforcement in the town of fountain hills, I observed a vehicle fail to stop at the stop sign. I made a traffic stop on the vehicle for not making a complete stop. For my internal guideline I issued a warning for the stop violation.” The stop took 21 minutes to complete. The driver was issued a warning for the stop sign violation (ARS 28-855B).
- MC22026240 was a stop of a White driver for no visible license plate. The stop took 21 minutes to complete. The deputy noted in the VSCF “Violation observed. BWC activated. Traffic stop conducted. M/c rider contacted and found AZ license plate was strapped to rental bike, on the front forks. (valid reg). Completed a warning form and explained some added area to go offroad with rider and other UTV occupants that was with him. Rider cleared from scene without further issues.” The driver was issued a warning for no rear license plate, as required (ARS 28-2354A1).
- MC22214674 was a stop of a White driver for one headlight not functioning. The stop took 21 minutes to complete. The deputy noted in the VCSF “While I was conducting traffic enforcement in the town of fountain hills, I observed a vehicle driving with one head light, I made a traffic stop on the vehicle for the violation. Upon contacting the driver, additional violation was noticed. For my internal guideline, I issued a verbal warning for the one headlight out and issued a citation for the expired registration. During the stop I had a technical issue with my CAD my CAD. I had to log out and log back in twice.” No ETSI for technical issues was selected on the VSCF. The driver was cited for no current vehicle registration (ARS 28-2153A)
- MC22109258 was a stop of a White driver for speeding (60 mph in a 45-mph zone). The stop took 21 minutes to complete. The deputy noted on the VSCF “stop extended due to speaking with driver and explaining citation. Citation issued for registration due to registration being suspended, not expired.” The driver was cited for no current vehicle registration (ARS 28-2153A) and failure to provide evidence of financial responsibility (ARS 28-4135C).

- MC22061445 was a stop of a White driver for no lights in rear of the vehicle. The stop took 21 minutes to complete. The deputy indicated on the VSCF “Vehicle driver issued citation for failing to stop at stop sign and expired registration per my internal guidelines. Driver given verbal warning about equipment violation. Stop was slightly extended due to needing to manually enter registration information and update address information.” The driver was cited for the stop sign violation (ARS 28-855B) and no current vehicle registration (ARS 28-2153A)
- MC22177198 was a stop of a White driver for a stop sign violation. The stop took 21 minutes to complete. The deputy noted in the VSCF “While I was conducting traffic enforcement in the town of fountain hills, I observed a vehicle fail to stop at the stop sign. I made a traffic stop on the vehicle for not making a complete stop. For my internal guideline I issued a warning for the stop violation.” The driver was issued a warning for the stop sign violation (ARS 28-855B)
- MC22077721 was a stop of a White driver for a stop sign violation. The stop took 21 minutes to complete. The deputy noted on the VSCF “I observed the violation and initiated the traffic stop. Upon contacting the driver, I explained why I pulled him over. The driver informed me he had recently purchased the vehicle from his parents and had not updated the registration or insurance. The driver was able to provide a copy of the registration and contacted his mother to confirm. Due to the insurance not being updated and that I was going to issue a warning for the stop sign violation, I issued him a citation for the insurance and verbally warned him about the stop sign.” The driver was issued a citation for no mandatory insurance (ARS 28-4135).
- MC22112496 was a stop of a White driver for speeding (50 mph in a 35mph zone). The stop took 21 minutes to complete. The deputy noted in the VSCF “Internal guideline: driver issued citation because the speed limit was exceeded by 13 or more miles per hour. License plate was seized and impounded into property and evidence. I did not check the seized box on the citation.” The driver was cited speeding (ARS 28-701A) and display plate suspended for financial responsibility (ARS 28-4139A).
- MC22076576 was a stop of a White driver for speeding (48 mph in a 35-mph zone). The stop took 21 minutes to complete. The deputy noted on the VSCF “Male driver admitted to speeding. His DL was out of Ontario, CA. The call was extended a few minutes, due to having to manually enter all of the driver's/vehicle information, and my MDC mouse pad on was not working consistently.” The deputy did not note technical issues ETSI on the VSCF. The driver was issued a citation for no current vehicle registration (ARS 28-2153A) and no mandatory insurance (28-4135A).
- MC22194033 was a stop of a White driver for license plate light not functioning. The stop took 21 minutes to complete. The deputy noted on the VSCF “I observed the violation and initiated the traffic stop. Upon contacting the driver, I explained why I pulled him over. He

explained he a just purchased the vehicle about 2 weeks ago. I requested to see his driver's license, registration and insurance. The driver gave me his driver's license and registration and pulled up his insurance on his vehicle. He was unable to find his vehicle listed under the insurance and stated he added the vehicle to the insurance when he purchased the vehicle from an auction. I checked the license plate results on CAD, which showed the vehicle still registered to the business that sold the vehicle to the auction that the driver then purchased. Due to the circumstances of the stop, that the driver had recently purchased the vehicle, and the information not being properly updated to DMV, I issued a warning for the license plate lights and insurance.” The driver was issued a warning for improper light on license plate (ARS 28-925C) and failure to provide evidence of financial responsibility (ARS 28-4135C).

- MC22096625 was a stop of a White driver for a stop sign violation. The stop took 21 minutes to complete. The deputy noted in the VSCF “Male driver admitted to rolling (California Stop) through stop sign. Drive provided me an insurance card that showed 12/22/2021. I was going to issue a citation for no financial responsibility until he provided an updated insurance card. The citation (5601) was voided by Sergeant Heine and a written warning was issued instead. Instructed him to stop at all stop signs. Had printing issues.” The driver was issued a warning for the stop sign violation (ARS 28-855B)
- MC22037414 was a stop of a White driver for no visible license plate. The stop took 21 minutes to complete. The deputy noted in the VSCF “needed to verify registration, temp tag provided, after 28 checks learned no registration found on vehicle. Told driver was going to get warning for no visible 28, until I learned there was no valid reg, which a citation was issued for exp reg.” The driver was issued a citation for no current vehicle registration (ARS 28-2153A).
- MC22142968 was a stop of a White driver for speeding. The stop took 21 minutes to complete. The deputy noted on the VSCF “Issues determining if the driver whose name was on the license is the same as the name associated with driver license number on the license since the two names were different. Determined to both belong to the same person.” The driver was issued a citation for speed not reasonable and prudent (ARS 28-701A), no current registration (ARS 28-2532A) and no mandatory insurance (ARS 28-4135A).
- MC22176907 was a stop of a White driver for speeding. The stop took 21 minutes to complete. The deputy noted on the VSCF “Internal guideline: driver issued citation because the speed limit was exceeded by 13 or more miles per hour. stop too longer than normal because driver was hearing impaired” The driver was cited for speed no reasonable and prudent (ARS 28-701A).
- MC22207845 was a stop of a White driver for a stop sign violation. The stop took 21 minutes to complete. The deputy noted on the VSCF “Vehicle was witnessed approaching the intersection heading south bound. Vehicle did not make a complete stop at the stop

sign. Traffic stop conducted. Driver informed vehicle was a rental, he was in town taking care and visiting family. Driver was issued a warning for the violation which he signed and left the scene soon after. BWCA" The driver was issued a warning for failure to stop at a stop sign (ARS 28-855B).

- MC22138026 was a stop of a White driver for one headlight not functioning. The stop took 21 minutes to complete. The deputy noted on the VSCF "Driver did not have driver license and insurance on her during the stop." The driver was issued a warning for two head lamps required (ARS 28-924A).
- MC22137330 was a stop of a White driver for a stop sign violation. The stop took 22 minutes to complete. The deputy noted on the VSCF "Driver informed that he had a driver's license, insurance, and registration for the vehicle, but driver's documents were at home in his wallet. records check showed driver did have license, registration and insurance for the vehicle. Driver was cited for the stop sign violation." The driver was cited for failure to stop at a stop sign (ARS 28-855B).
- MC22067360 was a stop of a White driver for a stop sign violation. The stop took 22 minutes to complete. The deputy noted on the VSCF "I was posted at the stop sign intersection on fountain hills and ironwood facing east bound enforcing traffic and observed a vehicle heading north bound on fountain hills and ironwood and did not come to a complete stop at the stop sign. I issued a citation was issued for expired registration." The driver was issued a citation for no current registration (ARS 28-2532A).
- MC22062429 was a stop of a White driver for speeding. The stop took 22 minutes to complete. The deputy noted on the VSCF "I was running traffic enforcement with the issued lidar when I capture a vehicle going 54 miles per hour in a 35 mile per hour heading north on saguaro Blvd. a civil traffic citation was issued to the driver." The driver was cited for speed not reasonable and prudent (ARS 28-701A).
- MC22123993 was a stop of a White driver for a stop sign violation. The stop took 22 minutes to complete. The deputy noted on the VSCF "I observed the violation and initiated the traffic stop. upon contacting the driver in explained why I pulled him over. He stated he was distracted by the lighting and apologized for not stopping at the stop sign. I asked for his driver's license, registration, and insurance. He showed me digital proof of his insurance and he provided two driver's licenses, his original license from Washington and an Arizona driver's license, which he stated they misspelled his last name. The driver explained they have been moving from Washington to Arizona and he has been having issues with getting his vehicles title to have it registered in Arizona. He also explained they had just arrived today in Arizona from another state and showed his airplane arrival time. he also provided a temporary registration he had which was more recent. due to the circumstances of the stop, I issued a citation for the expired registration." The driver was cited for no current registration (ARS 28-2532A)

- MC22155810 was a stop of a White driver for a stop sign violation. The stop took 22 minutes to complete. The deputy noted on the VSCF “Driver informed me that she was deaf and required her daughter who was the passenger to assist with translation. I gathered the passenger's information and provided her with an incidental contact form and the driver a written warning prior to the vehicle leaving the scene. BWCA was activated during the traffic stop. My shift supervisor was informed of the issue.” The driver was issued a warning for failure to stop at a stop sign (ARS 28-855B).
- MC22043825 was a stop of a White driver for a stop sign violation. The stop took 22 minutes to complete. The deputy noted on the VSCF “I observed the violation and initiated the traffic stop. upon contacting the driver, I explained why I pulled her over, which was for not stopping at a stop sign. I requested her driver's license and registration. She had the driver's license, but she did not have a current registration on her, and she said she recently saw her registration was out of date. due to the circumstances of the stop, and that I was originally going to issue a warning for the stop sign violation, I issued a citation for the registration.” The driver was cited for no current registration (ARS 28-2532A)
- MC22148223 was a stop of a White driver for a stop sign violation. The stop took 22 minutes to complete. The deputy noted on the VSCF “on 08/26/2022 at approximately 0002 hours, while I was conducting traffic enforcement in the town of fountain hills, I observed a vehicle fail to stop at the stop on palisades Blvd. and eagle ridge drive. I made a traffic stop on the vehicle and contacted the driver and advised the reason for the stop. The driver was very argumentative about the stop. When I asked the driver the reason why she did not stop at the stop sign, driver stated she is tired and going home and it is late night there is no other vehicle around. The stop was extended because when I asked the driver for the proper documents, the driver kept handing me other documents. I deviated my internal guideline from issuing a warning and issued the driver a citation because of the driver reasoning as to why she did not make a complete stop” The driver was cited for failure to stop at a stop sign (ARS 28-855B).
- MC22177222 was a stop of a White driver for a stop sign violation. The stop took 22 minutes to complete. The deputy noted on the VSCF “Warning issued for California stop; Plate came back as MI suspended but driver had GIECO app that showed valid, and history of payments being made. driver also said she advised she had gone to court and DMV for this issue in the past. suspected DMV issue.” The driver was issued a warning for failure to stop at a stop sign (City code 12-2-2B).
- MC22108123 was a stop of a White driver for having expired registration. The stop took 22 minutes to complete. The deputy noted on the VSCF “MDC was not working properly had to restart 2 times.” The driver was issued a warning for expired registration (ARS 28-2153A)

- MC22128395 was a stop of a White driver for speeding. The stop took 22 minutes to complete. The deputy noted on the VSCF “Extended due to driver having questions and having a hard time finding insurance info. driver issued a citation within internal guidelines. all speeding over 20 mph over posted speed will be issued a citation.” The driver was cited for speed not reasonable and prudent (ARS –28701A) and no current registration (ARS 28-2153A).
- MC22037238 was a stop of a White driver for having expired registration. The stop took 22 minutes to complete. The deputy noted on the VSCF “No record came back on vehicle. Out of state DL - Michigan. Had to manually enter driver/vehicle information into TraCS. Violator signed citation. Was not able to scan/capture signature. Scanner problems. During the traffic stop follow-up was able to capture signature.” The driver was cited for no current registration (ARS 28-2532A).
- MC22218199 was a stop of a White driver for speeding. The stop took 23 minutes to complete. The deputy noted on the VSCF “Female assumed she was not speeding. Her OH license was not in her possession but was able to have her son text her a picture of her OH License, standard record check showed valid. Issued her a citation and instructed her to slow down and drive the posted speed limit. I took the above actions because the driver was driving 15MPH over the speed limit. I had CAD / Scanner issues.” The driver was cited for speed no reasonable and prudent (ARS 28-701A).
- MC22157060 was a stop of a White driver for making an illegal lane change. The stop took 23 minutes to complete. The deputy noted on the VSCF “Driver was issued a citation for operating the vehicle while using his hand-held device and almost crashing into me.” The driver was cited for operated vehicle while using portable wireless communication device (ARS 28-914A1A).
- MC22035694 was a stop of a White driver for one headlight not functioning. The stop took 23 minutes to complete. The deputy noted on the VSCF “Vehicle stopped for one headlight; driver stated she was on the way to a parts store to buy a new headlight. A check of the vehicle's registration showed suspended. I asked the driver about the registration who stated she bought the vehicle from a private seller. The driver stated she got a 30-day permit, added the vehicle to her insurance, and got a regular plate for the vehicle. Driver was able to show me, through her insurance application, that her insurance has not lapsed and has active coverage. MCSO dispatch also advised they could not locate a reason for the suspension. Driver was given a warning for one headlight and no current registration and advised to contact AZMVD a when they opened.” The driver was issued a warning for two head lamps required (ARS 28-924A) and no current registration (ARS 28-2532A).
- MC22132732 was a stop of a White driver for suspending registration. The stop took 23 minutes to complete. The deputy noted on the VSCF “Registration on the vehicle was

suspended by MVD. I confirmed with MVD, and citation was issued.” The driver cited for display plate suspended for financial responsibility (ARS 28-4139A)

- MC22155128 was a stop of a White driver for having expired registration. The stop took 23 minutes to complete. The deputy noted on the VSCF “I issued the driver with a warning for expired plates due to my internal guidelines of expired plates 2 months out.” The driver was issued a warning for no current vehicle registration (ARS 28-2153A).
- MC22082732 was a stop of a White driver for a stop sign violation. The stop took 23 minutes to complete. The deputy noted on the VSCF “I observed the violation and initiated the traffic stop. Upon contacting the driver, I explained why I pulled him over. He said he did not realize he did not stop because he was late for work. Driver did not have a copy of his driver's license on him but was able to provide a digital copy of his driver's license. He also had to take some time looking through his vehicle to find his current registration. Due to the circumstances of the stop and that no other traffic was present when he went through the stop sign, I issued a warning.” The driver was issued a warning for failure to stop a stop sign (ARS 28-855B).
- MC22012941 was a stop of a White driver for making an illegal right turn. The stop took 23 minutes to complete. The deputy noted on the VSCF “I observed the violation and initiated the traffic stop. Upon contacting the driver, I explained why I pulled him over. He told me he did not have his registration him, but he was ordering a new copy. His vehicles were currently registered. due to the circumstances of the stop, I issued a citation.” The driver was cited for illegal right turn on red light (ARS 28-645A3B).
- MC22168025 was a stop of a White driver for expired temporary registration. The stop took 23 minutes to complete. The deputy noted on the VSCF “The vehicle had a temporary license plate, and the driver came back with a valid driver's license, due to my internal guidelines I issued the driver a warning for minor violation and providing with me with a valid driver's license.” The driver was issued a warning for no rear license plate as required (ARS 28-2354A1).
- MC22068560 was a stop of a White driver for expired registration. The stop took 23 minutes to complete. There are no comments on the VSCF. The driver was cited for driving on license suspended for failure to appear (ARS 28-3482A).
- MC22164888 was a stop of a White driver for a stop sign violation. The stop took 23 minutes to complete. The deputy noted on VSCF “BWCA observed driver fail to make complete stop at stop sign, warning issued. Driver's Vehicle returned suspended, but driver's documents showed the vehicle registration/insurance current. Advised Driver to communicate with MVD to resolve issue.” The driver was issued a warning for failure to stop at a stop sign (ARS 28-855B).

- MC22213528 was a stop of a White driver for making an illegal right turn on red light. The stop took 23 minutes to complete. The deputy noted on the VSCF “Vehicle driver issued citation for expired registration over 1 year. Due to having expired registration, citation issued for illegal right on red as well.” The driver was cited for illegal right turn on red light (ARS 28-645AB) and no current registration (ARS 28-2153A).
- MC22107512 was a stop of a White driver for speeding. The stop took 23 minutes to complete.
- The deputy noted on the VSCF “Extended due to having printer issues. Driver was issued a warning within internal guidelines. all speeding under 20 mph over posted speed will be issued a warning.” The driver was issued a warning for speed not reasonable and prudent (ARS 28-701A).
- MC22039617 was a stop of a White driver for a stop sign violation. The stop took 24 minutes to complete. The deputy noted on the VSCF “Driver did not provide proof of valid insurance. Cited, had to confirm driver information with dispatch and cipher through the informer tab, which caused a few minutes delay in the stop.” The driver was cited for no mandatory insurance (ARS 28-4135A).
- MC22210511 was a stop of a White driver for a stop sign violation. The stop took 24 minutes to complete. The deputy noted on the VSCF “Witnessed a vehicle heading south bound towards the intersection, vehicle slowed down but did not make a complete stop at the intersection stop sign. Traffic stop was conducted on vehicle. Driver informed she was going home from church meeting. The driver had issues finding her insurance. records check showed vehicle had insurance. Driver issued warning for stop sign violation which she signed. Driver left scene soon after. BWCA” The driver was issued a warning for failure to stop at a stop sign (ARS 28-855B).
- MC22039007 was a stop of a White driver for a stop sign violation. The stop took 24 minutes to complete. The deputy noted on the VSCF “Driver was driving a rental vehicle. Driver provided an IL DL, which expires 11/2023. Conducted standard records check which showed a canceled AZ DL, 11/2016. Driver used to live in AZ/admitted to having at AZ DL at that time. Now resides in Illinois. Instructed driver to come to a complete stop at all signs. L740/S2079 notified.” The driver was issued a warning for failure to stop at a stop sign (ARS-28-855B).
- MC22052702 was a stop of a White driver for having expired registration. The stop took 24 minutes to complete. There were no comments on the VSCF. The driver cited for driving with license suspended for failure to appear (ARS 28-3482A) and no current registration (ARS 2532A).

- MC22125119 was a stop of a White driver for having expired registration. The stop took 24 minutes to complete. There were no comments on the VSCF. The driver was cited for display plate suspending for financial responsibility (ARS 28-4139A).
- MC22061343 was a stop of a White driver for a stop sign violation. The stop took 24 minutes to complete. The deputy noted on the VSCF “I observed the violation and initiated the stop. Upon contacting the driver, I explained why I pulled her over. She stated she was not paying attention and did not notice the stop sign. Due to the circumstances of the stop and that no other traffic was present when she went through the stop sign, I issued a warning. after issuing the warning she want to speak with me about her negative experiences with other police officers, and that she appreciated the warning. I asked her if I could get a good contact number for her to put on the form, but she stated she would be uncomfortable giving out her phone number.” The driver was issued a warning for failure to stop at a stop sign (ARS 28-855B).
- MC22169540 was a stop of a White driver for a stop sign violation. The stop took 24 minutes to complete. The deputy noted on VSCF “While I was conducting traffic enforcement in the town of Fountain Hills, I observed a vehicle fail to stop at the stop sign. I made a traffic stop on the vehicle for not making a complete stop. For my internal guideline I issued a warning for the stop violation.” The driver was issued a warning for failure to stop as a stop sign (ARS 28-855B).
- MC22162438 was a stop of a White driver for speeding. The stop took 24 minutes to complete. The deputy noted on the VSCF “Elderly male driver appeared to be ill. He muttered that he suffers from heart failure, was wearing a life alert necklace and appeared to have trouble speaking. Due to the above factors, the traffic stop was delayed, therefore, I requested MCSO dispatch send rural metro to my location. Fire personnel are familiar with the driver (previous calls-health reasons) and said the driver's behavior and speaking problems are normal. Issued the driver a written warning and escorted him to Safeway (precautionary reasons).” The driver was issued a warning for speed not reasonable and prudent (ARS 28-701A).
- MC22220065 was a stop of a White driver for a stop sign violation. The stop took 24 minutes to complete. The deputy noted on the VSCF “During the traffic stop, the passenger contacted me about the traffic stop. I spoke to the passenger and answered his question. he was provided a NTCF after I spoke to him. driver was issued a warning for the civil violation. BWCA.” The driver was issued a warning for failure to stop at a stop sign (ARS 28-885B).
- MC22067282 was a stop of a White driver for a stop sign violation. The stop took 25 minutes to complete. The deputy noted on the VSCF “I was posted on Ironwood and Fountain Hills enforcing traffic when I observed a vehicle heading south bound on Fountain Hills Blvd. and Ironwood when the driver did not come to a complete stop at a

stop sign.” The driver was cited for failure to stop at a stop sign ARS (28-855B) and no current registration (ARS 28-2532A).

- MC22207677 was a stop of a White driver for a stop sign violation. The stop took 25 minutes to complete. The deputy noted on the VSCF “BWCA - While leaving the area of N Fountain Hills Blvd. and East Ironwood Dr. for an unrelated call (MC22207667), I observed a black truck fail to make a complete stop at the stop sign, at the intersection of N Fountain Hills Blvd. and E Ironwood Dr. I initiated a traffic stop and, upon contact, identified the driver as my suspect from an unrelated trespass investigation (IR22030782, MC22207279). The stop was extended to issue the driver a notice of trespass. I issued the driver a written warning for failure to make a complete stop at a stop sign. The driver did not have his insurance on his person. I verified his insurance was not invalid and verbally instructed he must carry proof of insurance in his vehicle while driving or be subject to possible future citation. During the stop, my CAD crashed and required restart.” The driver was issued a warning for failure to stop at a stop sign (ARS 28-855B).
- MC22038455 was a stop of a White driver for a stop sign violation. The stop took 25 minutes to complete. The deputy noted on the VSCF “I observed the violation and initiated the traffic stop. upon contacting the driver, I explained why I pulled her over. She said she did not notice there were two stop signs in the area and does not know if she did stop for both. The driver informed me she did not have her driver's license on her person. I confirmed all her information was correct and valid. Due to the circumstances of the stop and that no traffic was there when she went through the stop sign, I issued a warning.” The driver was issued a warning for failure to stop at a stop sign (28-855B) and no legible driver license in possession (ARS 28-3169A).
- MC22104530 was a stop of a White driver for a stop sign violation. The stop took 25 minutes to complete. The deputy noted on the VSCF “MCD locked up, had to restart computer, hand enter vehicle information” The driver was issued a warning for failure to obey traffic control devices (ARS 28-751.3).
- MC22208232 was a stop of a White driver for having expired registration. The stop took 25 minutes to complete. The deputy noted on the VSCF “I issued a citation because the vehicle's registration expired for over a month. The vehicle's registration expired on 06/15/2022. The traffic stop was extended because the vehicle's license plate was MI suspended. I removed the license plate and provided proper documentation. I called the traffic stop at Fountain Hills Boulevard and Palisades. However, the vehicle stopped at Fountain Hills Boulevard and Ashbrook Drive. I advised MCSO Communications of the change of location.” The driver was cited for no current registration (ARS 28-2532A) and display plate suspended for financial responsibility (ARS 28-4139A)
- MC22219032 was a stop of a White driver for speeding. The stop took 25 minutes to complete. The deputy noted on the VSCF “Printer had an issue was resolved. Driver 100+ in a posted 50. Driver cited. Dep. Cota came with Dep Gaytan after downloading to assist

he had no camera. No BWC for Dep Cota is acceptable in this case.” The driver was cited for speed not reasonable and prudent (ARS 28-701A).

- MC22001296 was a stop of a White driver for speeding in a school zone. The stop took 25 minutes to complete. The deputy noted on the VSCF “I observed the violation and initiated the traffic stop. Upon contacting the driver, I explained the violation, she was very apologetic about speeding through the school zone. due to the area being a school zone and the speed, I issued her a citation. I explained the citation to her and how the courts work. I also told her she would be needing to update her license plate sticker registration because it was last years, even though her vehicle is currently registered. after explaining the situation and all the ways she could resolve the citation she went on her way.” The driver was cited for speeding in a school zone 15 miler per hour (ARS –28-797F).
- MC22043485 was a stop of a White driver for having expired registration. The stop took 25 minutes to complete. The deputy noted on the VSCF “The stop was extended do to having no paperwork, so everything was entered by hand. License plate was not seized do to not having the tools to remove plate.” The driver was cited for driving with a license suspended for failure to appear (ARS 28-3482A) and display plate suspended for financial responsibility (ARS 28-4139A).
- MC22001085 was a stop of a White driver for one headlight not functioning. The stop took 26 minutes to complete. The deputy noted on the VSCF “Vehicle stopped for one head light. Driver stated she did not know it was out. A check of the registration showed suspended for financial responsibility. Driver stated she had corrected the insurance and did not know why it still showed suspended. Driver stated she was only driving due to having covid-19 and was picking up medication. Sgt. Destefano was contacted, and situation was discussed. Due to the covid-19 and having insurance, the driver was advised to park the vehicle and contact her insurance and the MVD before driving again.” The driver was issued a warning for display plate suspended for financial responsibility (ARS 28-4139A) and two head lamps required (ARS 28-924A).
- MC22062300 was a stop of a White driver for having expired registration. The stop took 26 minutes to complete. The deputy noted on the VSCF “While conducting traffic enforcement at Arista Ln./shea Blvd., with my lidar, I captured a vehicle going 64 mph on a 50 mph and conducted a traffic stop of the vehicle. 27/28/29 completed. I issued the driver a ticket for the violation of expired registration. BWC active.” The driver was cited for no current registration (ARS 28-2532A).
- MC22081180 was a stop of a White driver for speeding. The stop took 27 minutes to complete. The deputy noted on the VSCF “Scanner will not scan driver of vehicle had difficult time locating paperwork.” The driver was cited for speed greater posted then reasonable and prudent ARS-701A).

- MC22051801 was a stop of a White driver for a stop sign violation. The stop took 27 minutes to complete. The deputy noted on the VSCF “I observed the violation and initiated the traffic stop. upon contacting the driver, I explained why I pulled him over. The driver had to get out of his vehicle to remove some items from the passenger side to get his registration. After verifying his registration, I informed him it was expired and that I would have to issue a citation. After some issue verifying his driver's license information, I issued a citation for expired registration” The driver was cited for no current registration (ARS 28-2153A).
- MC22103941 was a stop of a White driver for on headlight not functioning. The stop took 27 minutes to complete. The deputy noted on the VSCF “I issued a warning because the driver presented a valid Indiana driver's license, current vehicle's registration and vehicle's insurance. The traffic stop was extended because the vehicle's license plate did not return with information about the vehicle. MCSO communications used different resources to locate the information.” The driver was issued a warning for two head lamps required (ARS 28-92A).
- MC22199590 was a stop of a White driver for a stop sign violation. The stop took 28 minutes to complete. The deputy noted on the VSCF “I issued a warning because the driver presented a valid Arizona driver's license, current vehicle's registration and current vehicle's insurance. The traffic stop was extended due to printer malfunction. I advised MCSO communications via radio for the reason of the traffic stop to be extended.” The driver was issued a warning for failure to stop at a stop sign (ARS 28-855B)
- MC22151320 was a stop of a White driver for making an illegal lane change. The stop took 28 minutes to complete. The deputy noted on VSCF “Spoke with driver and advised me she is visiting Arizona and it's too dark for her to see the street signs and was lost to get home. I observed no signs of impairment. I issued the driver with a warning for providing with a valid driver license.” The driver was issued a warning for drive one lane unsafe lane change (ARS 28-729.1).
- MC22118573 was a stop of a White driver for making an illegal U-turn. The stop took 28 minutes to complete. The deputy noted on the VSCF “I was southbound on fountain hills Blvd. approaching palisades Blvd. when I observed the offense. The offender’s vehicle (OV) exited the 4-Sons gas station without stopping for the sidewalk and failed to yield the right of way. It then entered the intersection (#1 lane / fountain hills Blvd. & palisades Blvd) and made an unlawful U-turn (positioning) back onto fountain hills Blvd. A traffic stop was conducted, and contact was made with the driver. Driver was unable to provide driver's license, vehicle registration or insurance. Driver verbally identified himself. (Note: Identify verified by JWS & DL Photo) Driver provided address in Fountain Hills. OV had a trailer attached. Equipment (lights / signals) were not operational / damaged. OV registration was expired. A citation was issued for a fraction of the offenses. No further action taken/required. Note: Traffic stop was prolonged to research driver's identity. Note:

Traffic stop prolonged because the printer in my vehicle did not work and I needed another deputy to respond.” The driver was cited for unsafe turn/no turn signal (ARS 28-754A), no current registration (ARS 28-2532A), failure to provide evidence of financial responsibility, (ARS-284135C), and failure to report name or address change (ARS 28-448A).

- MC22151254 was a stop of a White driver for speeding. The stop took 28 minutes to complete. The deputy noted on the VSCF “Stop extended due to verifying suspension of driver licenses, no other issues.” The driver was cited for driver license suspending for failure to appear (ARS 28-3482A).
- MC22223559 was a stop of a White driver for a stop sign violation. The stop took 28 minutes to complete. The deputy noted on the VSCF “Witnessed vehicle traveling south on Fountain Hills Road towards the intersection. Vehicle slowed down but did not make complete stop at stop sign. conducted vehicle stop. Spoke to driver and passenger, was informed that they were visiting from Paris France in a rental car from Texas. Driver was issued warning and passenger was provided an incidental contact form. The driver signed warning and left the scene soon after. BSWA” The driver was issued a warning for failure to stop at a stop sign (ARS 28-855b).
- MC22107136 was a stop of a White driver for not having a license plate displayed. The stop took 28 minutes to complete. The deputy noted on the VSCF “Driver had no license plate on vehicle. and no license in possession. Showed paperwork that she just came from a medical facility and had no one to drive her. ARS 28-2354A1 should have been used instead of ARS 28-2532 but spoke to driver about not using vehicle again until vehicle is fully ready through MVD.” The driver was issued a warning for no current registration (ARS 28-2532A), two head lamps required (ARS 28-924A) and no legible driver's license in possession (ARS 28-3169A).
- MC22096144 was a stop of a White driver for speeding. The stop took 28 minutes to complete. The deputy noted on the VSCF “Stop extended due to printer issues and driver had additional questions after the traffic stop was concluded. While attempting to fill out VSCF I inadvertently deleted warning and regenerated it. obtained signature on original issued warning. TraCS would not take signature when scanned.” The driver was issued a warning for speed not reasonable or prudent (ARS 28-701A) and expired registration (ARS 28-2532A).
- MC22197075 was a stop of a White driver for having expired registration. The stop took 29 minutes to complete. The deputy noted on the VSCF “I issued a citation because the vehicle's registration was expired for over a month. The vehicle's registration expired on 07/15/2022. The traffic stop was extended for DUI investigation. I advised MCSO Communication via radio of the extended time.” The driver was cited for no current registration (ARS 28-2532A).

- MC22128611 was a stop of a White driver for having expired registration. The stop took 29 minutes to complete. The deputy noted on the VSCF “I initiated a traffic stop on a vehicle for driving MI suspended. I issued a traffic civil citation and seized the license plate.” The driver was cited for display plate suspended for failure to register (ARS 28-4139A) and no mandatory insurance (ARS 28-4135A).
- MC22206431 was a stop of a White driver for a stop sign violation. The stop took 29 minutes to complete. The deputy noted on the VSCF “Due to the driver not having the proper documentation readily available and having to have dispatch run him after making multiple attempts still was not coming back which took most of the time during the stop. While I was conducting traffic enforcement in the town of Fountain Hills, I observed a vehicle fail to stop at the stop sign. I made a traffic stop on the vehicle for not making a complete stop. For my internal guideline I issued a warning for the stop violation.” The driver was issued a warning for failure to stop at a stop sign (ARS28-855B).
- MC22015440 was a stop of a White driver for speeding. The stop took 29 minutes to complete. The deputy noted on the VSCF “Due to covid-19 virus no signature was requested to minimize unnecessary contact. Stop was extended because driver was venting about her personal issues.” The driver was cited for speed not reasonable or prudent (ARS 28-701A).
- MC22210115 was a stop of a White driver for making an illegal lane change. The stop took 29 minutes to complete. The deputy noted on the VSCF “Vehicle made an unsafe lane change on 87 near Shea where she squeezed into my lane due to slower vehicle causing me to slam on my brakes to avoid colliding with her. Vehicle then sped through town and was stopped for speeding in safety corridor in town of Fountain Hills” The driver was cited for devices/signs speeding limit (City Code 12-2-2B).
- MC22109724 was a stop of a White driver for a stop sign violation. The stop took 29 minutes to complete. The deputy noted on the VSCF “I observed the violation and initiated the stop. Upon contacting the driver, I explained why pulled her over. She said she knew she went through the stop sign; she was just going for a quick trip to the grocery store. When I asked for her driver's license, registration, and insurance. She was able to provide her registration and expired insurance card, but she did not have her driver's license with her. She told me her residence in emerald and that's where she would have left her driver's license, she was able to contact her father on the phone who provided enough evidence to how they have been paying for their vehicles insurance but they could not contact the insurance company at this time due to the circumstances of the stop and that I was able to identify her through law enforcement databases, I issued a citation for not driver's license in her possession.” The driver was cited for no legible driver license in possession (ARS 28-3169A).

- MC22125488 was a stop of a White driver for a stop sign violation. The stop took 29 minutes to complete. The deputy noted on the VSCF “Camera did not appear to be working correctly, turned off and on while in car.” The driver was issued a warning for failure to stop at stop sign (ARS 28-855B)
- MC22103150 was a stop of a White driver for a stop sign violation. The stop took 29 minutes to complete. The deputy noted on the VSCF “Nothing scannable so all entries were hand entered.” The driver was issued a warning for failure to stop at a stop sign (ARS 28-855B).
- MC22129759 was a stop of a White driver for speeding. The stop took 29 minutes to complete. The deputy noted on the VSCF “Internal guideline: driver issued citation because the speed limit was exceeded by 13 or more miles per hour. Stop extended trying to figure out registration on vehicle. further investigation revealed that vehicle has not been registered.” The driver was cited for speed not reasonable and prudent (ARS 28-701A) and no current registration (ARS 28-2532A).
- MC22138062 was a stop of a White driver for one headlight not functioning. The stop took 29 minutes to complete. The deputy noted on the VSCF “As I approached Tower Drive from the north on Saguaro Boulevard, I noticed a car that had just one headlight on. I turned around and stopped the car for traffic. The driver had a suspended license and gave me an identification-only card. The car's registration was expired. I wrote the driver a ticket for having expired license plates and for operating a vehicle with a suspended license.” The driver was cited for no current registration (ARS 28-2153A) and driving on licenses suspended for failure to appear (ARS 28-3482A).
- MC22025266 was a stop of a White driver for a stop sign violation. The stop took 30 minutes to complete. The deputy noted on the VSCF “The stop was extended because I had trouble finding records on the male driver. I ran the vehicle's VIN, nothing returned. I misspelled his first name, then made the grammatical changes and was able to retrieve information on driver. Signature was obtained. Closing TraCS to fix Scanner. Scanner not working. Will attempt after resetting. Scanner still did not work. I notified Sergeant DeStefano these issues.” The driver was issued a warning for illegal right turn on red (ARS 28-645A3B).
- MC22098255 was a stop of a White driver for taillights not functioning. The stop took 30 minutes to complete. The deputy noted on the VSCF “Stop extended due to having to deal with suspended driver and verifying if driver's suspended license was civil or criminal.” The driver was cited for driving with licenses suspended, revoked or cancelled (ARS 28-3473A).
- MC22098775 was a stop of a White driver for having expired registration. The stop took 31 minutes to complete. The deputy noted on the VSCF “I issued a citation because the vehicle's registration was expired since 12/31/2021. The license plate was no longer

associated to the vehicle, and I removed the vehicle's license plate. I issued a property receipt to the driver for the vehicle's license plate. My traffic stop was extended due to paperwork and removing of vehicle's license plate. I experienced issues scanning the driver temporary Arizona driver's license.” The driver was cited for no current registration (ARS-28-2532A)

- MC22103521 was a stop of a White driver for speeding. The stop took 31 minutes to complete. The deputy noted on the VSCF “Computer in patrol vehicle locked up twice and had to be rebooted. Actual time of end of stop was 0926. Scanner would not scan driver license or vehicle registration.” The driver was cited for speed greater than posted (ARS 28-701A).
- MC22167695 was a stop of a White driver for expired registration. The stop took 32 minutes to complete. The deputy noted on VSCF “No issues with stop.” The driver was cited for no current registration (ARS 28-2532A)
- MC22073403 was a stop of a White driver for speeding. The stop took 32 minutes to complete. The deputy noted on the VSCF “Upon approach, I observed a temporary license plate taped to the back windshield (inside). Male driver admitted to speeding. Spoke to passenger. He advised he was the RO and provided me his valid AZ DL too. Incident contact receipt provided to male passenger. Instructed the driver to slow down and drive the speed limit. Traffic stop extended for the following: due to passenger (RO) attempting to gain access to his insurance carrier's website (cell phone), to show proof of his insurance policy, experienced CAD issues (mouse pad was not working properly, undocked CPU twice) and accidentally placed the passenger's name on the driver portion of the written warning form (made the appropriate corrections).” The driver was issued a warning for speed not reasonable and prudent (ARS 28-701A).
- MC22140178 was a stop of a White driver for speeding. The stop took 33 minutes to complete. The deputy noted on the VSCF “Male driver admitted to speeding. He did not provide proof of insurance. After further investigation, I discovered his DL license status "Not Eligible," and had suspended plates. License plates was seized and impounded for destruction.” The driver was cited for display plate suspended for failure to register (ARS 28-4139A) and failure to provide evidence of financial responsibility (ARS 28-4135C).
- MC22142881 was a stop of a White driver for speeding. The stop took 33 minutes to complete. The deputy noted on the VSCF “The stop was extended due to verification issues with driver license being cancelled. Driver was able to produce valid license out of Utah.” The driver was cited for speed not reasonable and prudent (ARS 28-701A).
- MC22137242 was a stop of a White driver for speeding. The stop took 33 minutes to complete. The deputy noted on the VSCF “I issued a citation because the vehicle was at 50 mph in a 35 MPH zone. Also, I issued a citation because the driver did not have her driver license in possession at the time of the traffic stop. The traffic stop was called at Fountain

Hills Boulevard and El Pueblo Boulevard. However, MCSO communications placed my traffic stop by mistake at Fountain Hills Boulevard and Palisades. My traffic stop was extended because the driver stepped out of her vehicle and locked herself out of the vehicle. After multiple attempts the vehicle was open without damaging it. The driver entered her vehicle and left the scene.” The driver was cited for speed not reasonable and prudent (ARS-28-701A) and no legible driver license in possession (ARS 28-3169A).

- MC22095175 was a stop of a White driver for speeding. The stop took 35 minutes to complete. The deputy noted on the VSCF “Female driver assumed she was not speeding. Driver's father is RO (not inside vehicle). The AZ License Plate was in suspension status, which led to an extension in the traffic stop. Sgt. Heine reported to the scene with a screwdriver, the license was seized w/o incident. Provided driver a copy of the citation and a copy of the property receipt. Instructed driver to slow down, drive the posted speed limits.” The driver was cited for display plate suspended for failure to register (ARS 28-4139A).
- MC22099616 was a stop of a White driver for speeding. The stop took 35 minutes to complete. The deputy noted on the VSCF “Male driver admitted to speeding. The traffic was delayed for a few reasons: Driver did not have a valid DL in his possession (had to manually enter data), a records check was conducted multiple times w/limited information using "Mike" therefore I used "Michael," which showed a valid AZ DL and over the radio there was a name of a complainant, similar to the driver of my stop on another call for service, which ended up being a slight variation in the last name according to other deputies. I also had to notify Sergeant Heine to void a citation (16101) due to mistakenly placing ARS 28-4135C as a violation (Driver did present proof of insurance-company car).” The driver was cited for no legible driver license in possession (ARS 28-3169A).
- MC22026402 was a stop of a White driver for making an illegal lane change. The stop took 36 minutes to complete. The deputy noted on the VSCF “Manually entered data. Voiced reason different from citation. Cited driver for no DL in possession.” The driver was cited for no legible driver license in possession (ARS 28-3169A).
- MC22146299 was a stop of a White driver for a stop sign violation. The stop took 37 minutes to complete. The deputy noted on the VSCF “While I was parked at Fountain Hills and Ironwood drive, I observed a vehicle did not stop at the stop sign. I pulled the vehicle over and the driver did not have her driver's license on her. The driver provided wrong DOB and different last which it took longer to verify the driver. driver finally provided her correct DOB and last name which I was able to verify her through dispatch. for my internal guideline I issued a citation to the driver for not having driver's License in possession.” The driver was cited for no legible driver license in possession (ARS 28-3169A).
- MC22218390 was a stop of a White driver for speeding. The stop took 37 minutes to complete. The deputy noted on the VSCF “Internal guideline: driver issued citation because

the speed limit was exceeded by 13 or more miles per hour. North Carolina suspended driver's privileges. driver could not find her current insurance card, but insurance was valid." The driver was cited for drive with licenses suspended, revoked or cancelled (ARS 28-3473A) and speed not reasonable and prudent (ARS 28-701A)

- MC22061580 was a stop of a White driver for an equipment violation. The stop took 41 minutes to complete. The deputy noted in the VSCF "Violation observed, no tarped load on CMV, body warn camera activated. traffic stop conducted. driver contacted, 27-28-29 completed. Walk around CMV inspection completed. items noted with driver, traffic wrong issued. driver cleared from the scene. NFI" The driver was issued a warning for load or cover on load insecure (ARS 28-1098B).
- MC22187400 was a stop of a White driver for having expired registration. The stop took 42 minutes to complete. The deputy noted on the VSCF "BWCA - Observed vehicle standing in Northbound bicycle lane on N La Montana. Ran plate which returned MI suspended out of New Mexico. Performed stop while vehicle began to move, vehicle pulled into Fountain Hills community center parking lot. Citation issued for suspended plates. Stop extended while deputies determined if seizing NM plate was necessary. Per Sgt. Antwiler S1827's instruction, did not remove NM plates. Stop also extended due to CAD connectivity issues, and issues verifying driver's license." The driver was cited for display plate suspended for financial responsibility (ARS 28-4139A).
- MC22138652 was a stop of a White driver for having one headlight not functioning. The stop took 43 minutes to complete. The deputy noted on the VSCF "When I noticed the violation, I forgot to activate my body worn camera until when I return to my vehicle then I activated my body worn camera. The reason for the stop was headlight violation but however I cited the driver for driving with a suspension license and gave him verbal warning for driving with one headlight. The traffic stop was extended due to other deputies on scene assisting with The Process of IM Suspension." The driver was cited for display plate suspended for financial responsibility (ARS 28-4139A)
- MC22199707 was a stop of a White driver for having expired registration. The stop took 44 minutes to complete. The deputy noted on the VSCF "I issued a citation because the vehicle's registration was expired for over a month. The vehicle's registration expired on 05/15/2022. The traffic stop was called at Saguaro Boulevard and Grande Boulevard. However, the vehicle stopped at Saguaro Boulevard and Panorama Drive. I advised MCSO Communications via radio of the change of locations. The traffic stop was extended due to the vehicle's license plate was removed for MI Suspension. Also, I experienced technological issues because my vehicle's printer did not work." The drive was cited for no current registration (ARS 28-2532A) and display plate suspended for financial responsibility (ARS 28-4139A)

- MC22044882 was a stop of a White driver for a stop sign violation. The stop took 49 minutes to complete. The deputy noted on the VSCF “I Initial traffic stop was started at 1442 hours. Due to D4 having emergency traffic IR22006674, I was not able to call for my traffic stop. I also tried 10-50 to info channel and had no response. Driver was issued a citation only for having a secondary traffic violation. also extended due to driver having many questions. The driver was cited for failure to stop at stop sign (ARS 28-855B) and no valid driver's license (ARS 28-3151A).

Disparity in Citations for Minority drivers and White Drivers

MCSO tabulated all the citations and warnings from District 7 deputies to identify whether certain offenses were cited at a different rate for Minority and White drivers. For each ARS statute MCSO conducted an independent samples t-test for difference in proportions to determine if the difference in citation/warning rates between Minority and White drivers was statistically significant. There were 21 different statutes in District 7 which had different citation rates between White and Minority or Minority and White drivers. We found statistically significant differences in citation rates for the following statutes: ARS 28-701A, ARS 28-797F, and 28-925A.

ARS Violation	Cite (Rate)		Warn (Rate)		Percent difference in citation rate
	Minority	White	Minority	White	
12-2-2B	43 (63.24%)	111 (63.06%)	25 (36.76%)	65 (36.93%)	0.18%
12-2-4B	0 (0.00%)	0 (0.00%)	5 (100.00%)	13 (100.00%)	0.00%
28-1098A Secure Load	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-1098B Secure Load	0 (0.00%)	0 (0.00%)	1 (100.00%)	1 (100.00%)	0.00%
28-1381A1 DUI	3 (100.00%)	15 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-1381A2 DUI	3 (100.00%)	13 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-1381A3 DUI	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-1382A1 DUI	2 (100.00%)	9 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-1382A2 DUI	2 (100.00%)	5 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-1383A1	1 (100.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-1383A3A	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-2060A	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-2153A Registration	9 (60.00%)	35 (67.31%)	6 (40.00%)	17 (32.69%)	-7.31%
28-2158C Registration	2 (40.00%)	1 (9.09%)	3 (60.00%)	10 (90.91%)	30.91
28-2354A1 License plate	0 (0.00%)	0 (0.00%)	5 (100.00%)	6 (100.00%)	0.00%
28-2354B License plate	0 (0.00%)	0 (0.00%)	2 (100.00%)	2 (100.00%)	0.00%
28-2354D Obscured plate	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-2531B1 Fictitious plate	6 (100.00%)	4 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-2532A Registration	58 (62.37%)	319 (66.32%)	35 (37.63%)	162 (33.70%)	-3.95%
28-3151A No Driver's License	45 (97.82%)	9 (90.00%)	4 (2.17%)	1 (10.00%)	7.82%
28-3169A Possession of DL	4 (100.00%)	6 (50.00%)	0 (0.00%)	6 (50.00%)	50.00%
28-3316 Suspended license	0 (0.00%)	0 (0.00%)	1 (100.00%)	5 (100.00%)	0.00%
28-3473A Suspended license	15 (100.00%)	16 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-3480A Restricted driving	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-3482A Suspended license	8 (100.00%)	8 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-4135A Insurance	10 (100.00%)	17 (85.00%)	0 (10.00%)	3 (15.00%)	15.00%

	Cite (Rate)		Warn (Rate)		Percent difference in citation rate
	Minority	White	Minority	White	
ARS Violation					
28-4135B Insurance	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-4135C Insurance	19 (70.37%)	31 (52.54%)	8 (29.63%)	28 (47.46%)	17.83%
28-4139A Suspended Plate	13 (86.67%)	16 (76.19%)	2 (13.33%)	5 (23.81%)	10.48%
28-448A Address change	0 (0.00%)	1 (50.00%)	0 (0.00%)	1 (50.00%)	N/A
28-644A1 Obey traffic control device	1 (12.50%)	0 (0.00%)	7 (87.50%)	21 (100.00%)	12.50%
28-644A2 Obey traffic control device	0 (0.00%)	0 (0.00%)	1 (%)	0 (0.00%)	N/A
28-645A3A Red light violation	3 (75.00%)	5 (41.67%)	1 (25.00%)	7 (58.33%)	33.33%
28-645A3B No right on red	9 (50.00%)	46 (42.99%)	9 (50.00%)	61 (57.01%)	7.01%
28-693A Reckless Driving	1 (%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-701.02A1 Criminal Speed	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (100.00%)	N/A
28-701.02A2 Criminal Speed	15 (100.00%)	44 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-701.02A3 Criminal Speed	3 (100.00%)	9 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%
28-701A Speed	308 (62.10%)	770 (52.03%)	188 (37.90%)	710 (47.97%)	10.07%*
28-701E Driving too slow	0 (0.00%)	0 (0.00%)	2 (100.00%)	2 (100.00%)	0.00%
28-723.1	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (%)	N/A
28-727 No Passing Zone	0 (0.00%)	3 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-729.1 Stay in Lane	0 (0.00%)	3 (100.00%)	0 (0.00%)	1 (%)	N/A
28-737A HOV Lane	0 (0.00%)	5 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-751.1 Improper Turn	0 (0.00%)	0 (0.00%)	1 (100.00%)	3 (100.00%)	0.00%
28-751.2 Improper Turn	0 (0.00%)	0 (0.00%)	4 (100.00%)	11 (100.00%)	0.00%
28-751.3	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-751.4A	0 (0.00%)	1 (100.00%)	1 (100.00%)	0 (0.00%)	-100.00%
28-752	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-754A	0 (0.00%)	1 (%)	2 (%)	25 (%)	
28-754B	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (100.00%)	N/A
28-772	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-773	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (100.00%)	N/A
28-774	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (100.00%)	N/A
28-792A	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-797F School Zone	14 (100.00%)	26 (76.47%)	0 (0.00%)	8 (23.53%)	23.53%*
28-797G School Zone	1 (100.00%)	0 (0.00%)	0 (0.00%)	2 (100.00%)	100.00%
28-797H School Zone	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-855B Stop Sign	4 (3.48%)	19 (3.51%)	111 (85.38%)	523 (96.49%)	0.03%
28-871A Parking	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-874A	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-907B	1 (%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-914A1A Cell Phone	4 (44.44%)	14 (43.75%)	5 (55.56%)	18 (56.25%)	0.69%
28-914A1B Cell Phone	0 (0.00%)	0 (0.00%)	1 (100.00%)	1 (100.00%)	0.00%
28-914A2	2 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	N/A
28-921A1B	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-922 Head lights	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (100.00%)	N/A
28-924A Head lamps	2 (5.13%)	2 (2.17%)	37 (94.87%)	90 (97.83%)	2.96%
28-925A Tail lamps	2 (10.53%)	0 (0.00%)	17 (89.47%)	42 (100.00%)	10.53%*
28-925C Tail lamps	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-926A1	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (100.00%)	N/A
28-926A2	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (100.00%)	N/A
28-926C2	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A
28-931A	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
28-931C2	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	N/A

ARS Violation	Cite (Rate)		Warn (Rate)		Percent difference in citation rate
	Minority	White	Minority	White	
28-939A1 Brake lights	0 (0.00%)	0 (0.00%)	1 (100.00%)	5 (100.00%)	0.00%
28-942.1	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-957.01A Windshield wipers	0 (0.00%)	0 (0.00%)	1 (100.00%)	2 (100.00%)	0.00%
28-958.01B6	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	N/A
28-959.01C	2 (50.00%)	0 (0.00%)	2 (50.00%)	0 (0.00%)	N/A
28-981A1 Unsafe vehicle	0 (0.00%)	0 (0.00%)	1 (100.00%)	1 (100.00%)	0.00%
4-244.34 Underage DUI	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	N/A
4-251A2 Open container	1 (100.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	0.00%

MCSO identified statistically significant disparity in citation/warning outcomes for civil speeding (ARS 28-701A). In this case, Minority drivers were cited (versus warned) 62.1 percent of the time whereas White drivers were cited (versus warned) 52.03 percent of the time. MCSO investigated this further and determined that there was no statistically significant difference in citation outcomes between Minority and White drivers for ARS 28-701A in District 7 once we control for the speed at which the driver was driving. We have provided the results of this analysis below. Note that in this table, we model the odds of receiving a citation based on race/ethnicity alone, with speed over the speed limit in 5-mph bins, and with speed over the speed limit treated as a continuous variable. We also model single offense speeding and stops that have multiple offenses either cited or warned.

Modeling citation outcomes for ARS 28-701A by race/ethnicity and speed for District 7 traffic stops						
	All ARS 28-701A citations/warnings			Single offense ARS 28-701A citations/warnings		
	Model 1	Model 2	Model 3	Model 4	Model 5	Model 6
Minority Driver	1.51* (0.16)	1.231 (0.17)	1.15 (0.16)	1.33* (0.15)	1.07 (0.16)	1.00 (0.15)
Speed Over Speed Limit	-	1.761* (0.05)	-	-	1.80* (0.05)	-
Speed Bin 0-4	-	-	Omitted ^a	-	-	Omitted
Speed Bin 5-9	-	-	Omitted	-	-	Omitted
Speed Bin 10-14	-	-	0.01* (0.01)	-	-	0.01* (0.01)
Speed Bin 15-19	-	-	0.25 (0.27)	-	-	0.23 (0.25)
Speed Bin 20-24	-	-	1.29 (1.38)	-	-	1.25 (1.34)
Speed Bin 25-29	-	-	1.37 (1.61)	-	-	1.22 (1.44)
Speed Bin 30-34	-	-	Omitted ^a	-	-	Omitted ^a
Speed Bin 35-39	-	-	Omitted ^a	-	-	Omitted ^a
Speed Bin 40-44	-	-	Omitted ^a	-	-	Omitted ^a
Speed Bin 45-49	-	-	Omitted ^a	-	-	Omitted ^a
Speed Bin 50-54	-	-	Omitted ^a	-	-	Omitted ^a
Speed Bin 55-59	-	-	Omitted ^a	-	-	Omitted ^a
Speed Bin 60-64	-	-	Omitted ^a	-	-	Omitted ^a
Speed Bin 65-69	-	-	Omitted ^a	-	-	Omitted ^a
Speed Bin 70-74	-	-	Omitted ^a	-	-	Omitted ^a
Speed Bin 75-79	-	-	Omitted ^a	-	-	Omitted ^a
Constant	1.08 (0.056)	0.00* (0.00)	8.30* (8.77)	1.04 (0.56)	0.00* (0.00)	8.99* (9.51)
LR chi-square	15.34*	984.32		15.34	946.24	893.76
N	1,976	1,976	1,948	1,822	1,822	1,797
R2	0.006	0.362	0.345	0.003	0.375	0.360

* $p < 0.05$; ^aOmitted because of collinearity

MCSO identified that Minority and White drivers were cited/warned at different rates for ARS 28-797F which includes speeding in a school zone, no passing in a school zone, and failure to stop when children are in the crosswalk. The difference in citation rates was statistically significant. In this case, 14 (100%) Minority drivers were cited for violating this statute and no Minority drivers were issued warnings for this statute. In contrast 26 (76.47%) White drivers were cited for violating this statute and 8 (23.53%) White drivers were given warnings. We reviewed all stops for Minority and White drivers who were either cited or warned for these violations. We also reviewed two stops for criminal speed in a school zone (ARS 701.02A1) which resulted in warnings for White drivers.

Minority drivers cited for ARS 28-797F had an average speed over the speed limit of 17.86 mph ($sd = 7.70$). White drivers who were cited for ARS 28-797F had an average speed over the speed limit of 16.31 ($sd = 5.44$). The difference between these average speeds was not statistically significant ($t = 0.741$; $p = 0.463$; $df = 38$). White drivers who received a warning for ARS 28-797F had an average speed over the speed limit of 10.75 mph ($sd = 4.06$). The difference in average speed over the speed limit between Minority drivers cited for ARS 28-797F and White drivers who were issued warnings for ARS 28-797F was statistically significant ($t = 2.41$; $p = 0.026$; $df = 20$). The difference in average speed over the speed limit between White drivers who were cited and those who were warned was also statistically significant ($t = 2.659$; $p = 0.012$; $df = 32$).

During three stops of White drivers who were cited or warned for 28-797F (out of 34), one additional violation was reported. Of the fourteen stops of Minority drivers cited for 28-797F, one stop had one additional violation, and one stop had two additional violations reported.

The two warnings for criminal speed in a school zone (28-701.02A1) were both mistakes by the deputy listing the incorrect ARS statute. These two stops were not made near a school and both warnings should have been listed as warnings for civil speeding violations (28-701A).

Minority Drivers Cited for ARS 28-797F

- MC22002703 was a stop of a Hispanic driver for criminal speed (52 mph in a 15-mph school zone) The driver was cited for speeding in a school zone instead of criminal speed (ARS 28-701.02A1).
- MC22007254 was a stop of a Native American driver for speeding in a school zone (27 mph in a 15-mph zone). The driver was cited for speeding in a school zone (28-797F).
- MC22053225 was a stop of a Hispanic driver for speeding in a school zone (32 mph in a 15 mph zone). The driver was cited for speeding in a school zone (28-797F).
- MC22163687 was a stop of a Hispanic driver for speeding in a school zone (29 mph in a 15-mph zone). The deputy noted “driver was issued a citation because he was speeding through a school zone at the time children were getting ready to cross.” The driver was cited for speeding in a school zone (28-797F).

- MC22137514 was a stop of a Hispanic driver for speeding in a school zone (25 mph in a 15-mph zone). The deputy noted “internal guidelines: a citation will be issued to driver’s exceeding the posted speed limit in a school zone.” The driver was cited for speeding in a school zone (28-797F).
- MC22053261 was a stop of a Black driver for speeding in a school zone (30 mph in a 15-mph zone). The driver was cited for speeding in a school zone (28-797F).
- MC22174775 was a stop of a Black driver for speeding in a school zone (30 mph in a 15-mph zone). The deputy noted “Driver was issued citation per internal guidelines.” The deputy did not identify the guidelines in his/her comments. The deputy did not issue any warnings for this violation and cited four White drivers for the same violation. The driver was cited for speeding in a school zone (28-797F).
- MC22142552 was a stop of a Hispanic driver for speeding in a school zone (28 mph in a 15-mph zone). The deputy noted “internal guideline: driver issued citation because the speed limit was exceeded in a school zone.”
- MC22048871 was a stop of a Hispanic driver for criminal speeding in a school zone (36 mph in a 15-mph zone). The deputy noted “Given civil cite at it was within a mile an hour of the criminal speed so he was given the benefit of doubt.” The driver was cited for speeding in a school zone (28-797F).
- MC22027388 was a stop of a Hispanic driver for criminal speeding in a school zone (44 mph in a 15-mph zone). The driver was cited for speeding in a school zone (28-797F) instead of a citation for criminal speed (ARS 28-701.02A1).
- MC22150861 was a stop of a Black driver for speeding in a school zone (23 mph in a 15-mph zone). The deputy noted “Citation issued consistent with internal guidelines,” but did not state what his/her guidelines were. The driver was cited for speeding in a school zone (28-797F).
- MC22143863 was a stop of a Black driver for criminal speed in a school zone (37 mph in a 15-mph zone). The deputy noted “Driver was issued citation per internal guidelines,” but did not identify what those guidelines were. The deputy issued four citations to White drivers for this violation and did not issue any warnings. The driver was cited for speeding in a school zone (28-797F) instead of a citation for criminal speed (ARS 28-701.02A1).
- MC22210109 was a stop of a Hispanic driver for speeding in a school zone (32 mph in a 15-mph zone). The deputy noted “Driver was stopped for speed in school zone. Driver advised his license was suspended. Driver was issued citation for speed in school zone and for driving on a suspended license. A licensed passenger was allowed to switch with driver in lieu of towing vehicle.” The driver was cited for speeding in a school zone (28-797F) and driving with a suspended license (ARS 28-3473A). This deputy issued four citations

to White drivers for speeding in a school zone and did not issue any warnings for this violation.

- MC22081734 was a stop of a Hispanic driver for speeding in a school zone (35 mph in a 15-mph zone). The deputy noted “Driver was issued citation per internal guidelines. Suspended license plate was seized and entered to property and evidence,” but did not state what his/her guidelines were. The vehicle had Mandatory Insurance Suspended license plates and expired registration. The driver was cited for speeding in a school zone (28-797F), expired registration (ARS 28-2532A), and Display plate suspended for financial responsibility (ARS 28-4139A). This deputy issued four citations to White drivers for speeding in a school zone and did not issue any warnings for this violation.

White Drivers Cited for ARS 28-797F

- MC22020006 was a stop of a White driver for criminal speed in a school zone (38 mph in a 15-mph zone). The driver was cited for speeding in a school zone (28-797F) instead of a citation for criminal speed (ARS 28-701.02A1).
- MC22189884 was a stop of a White driver for criminal speed in a school zone (37 mph in a 15-mph zone). The deputy noted “Driver was issued citation per internal guidelines,” but did not indicate what his/her guidelines were. The driver was cited for speeding in a school zone (28-797F) instead of a citation for criminal speed (ARS 28-701.02A1). This deputy did not issue any warnings for 28-797F.
- MC22037249 was a stop of a White driver for speeding in a school zone (27 mph in a 15-mph zone). The driver was cited for speeding in a school zone (28-797F).
- MC22022880 was a stop of a White driver for speeding in a school zone (24 mph in a 15-mph zone). The driver was cited for speeding in a school zone (28-797F).
- MC22146044 was a stop of a White driver for speeding in a school zone (33 mph in a 15-mph zone). The deputy noted “internal guideline: driver issued citation because the speed limit was exceeded in a school zone” The driver was cited for speeding in a school zone (28-797F).
- MC22011938 was a stop of a White driver for speeding in a school zone (30 mph in a 15-mph zone). The driver was cited for speeding in a school zone (28-797F).
- MC22003673 was a stop of a White driver for speeding in a school zone (33 mph in a 15-mph zone). The deputy noted “citation issued consistent w/internal guidelines,” but did not identify his/her guidelines. The driver was cited for speeding in a school zone (28-797F). This deputy did not issue any warnings for this violation.
- MC22061620 was a stop of a White driver for criminal speed in a school zone (41 mph in a 15-mph zone). The deputy noted “broke down to civil speed, no kids and not my speed

for criminal.” The driver was cited for speeding in a school zone (28-797F) instead of a citation for criminal speed (ARS 28-701.02A1).

- MC22053492 was a stop of a White driver for speeding in a school zone (30 mph in a 15-mph zone). The driver was cited for speeding in a school zone (28-797F).
- MC22200828 was a stop of a White driver for speeding in a school zone (32 mph in a 15-mph zone). The deputy noted “elementary school is located in the area of Fayette and Balsam...internal guideline: driver issued a citation because she exceeded 15 miles per hour in a school zone.” The driver was cited for speeding in a school zone (28-797F).
- MC22200192 was a stop of a White driver for speeding in a school zone (30 mph in a 15-mph zone). The deputy noted “internal rule. driver cited because he was exceeding the speed limit in a school zone.” The driver was cited for speeding in a school zone (28-797F).
- MC22027418 was a stop of a White driver for speeding in a school zone (34 mph in a 15-mph zone). The driver was cited for speeding in a school zone (28-797F).
- MC22049053 was a stop of a White driver for speeding in a school zone (28 mph in a 15-mph zone). The driver was cited for speeding in a school zone (28-797F).
- MC22141234 was a stop of a White driver for speeding in a school zone (35 mph in a 15-mph zone). The deputy noted “citation issued consistent w/internal guidelines; post review of citation showed incorrect speed typed onto citation (35mph); motion to amend citation created and sent to court on this date.” The driver was cited for speeding in a school zone (28-797F).
- MC22141864 was a stop of a White driver for speeding in a school zone (28 mph in a 15-mph zone). The deputy noted “internal guideline: driver issued citation because the speed limit was exceeded in a school zone 2. internal guideline: driver issued a citation because registration has been expired for more than 30 days.” The driver’s registration was expired. The driver was cited for speeding in a school zone (28-797F) and no current registration (ARS 28-2532A).
- MC22076635 was a stop of a White driver for speeding in a school zone (30 mph in a 15-mph zone). The deputy noted “Driver issued citation per internal guidelines,” but did not state what his/her guidelines were. The driver was cited for speeding in a school zone (28-797F). This deputy issued no warnings for this violation.
- MC22210652 was a stop of a White driver for speeding in a school zone (31 mph in a 15-mph zone). The deputy stated “I issued a citation because the vehicle was going 15mph over the speed limit. The vehicle was moving at 31mph on a 15mph school zone.” The driver was cited for speeding in a school zone (28-797F). This deputy did not issue any warnings for this violation.

- MC22049039 was a stop of a White driver for speeding in a school zone (33 mph in a 15-mph zone). The driver was cited for speeding in a school zone (28-797F).
- MC22061897 was a stop of a White driver for criminal speed in a school zone (38 mph in a 15-mph zone). The deputy noted “civil cite given as it did not meet my speed for criminal traffic.” The driver was cited for speeding in a school zone (28-797F) instead of a citation for criminal speed (ARS 28-701.02A1).
- MC22053511 was a stop of a White driver for criminal speed in a school zone (41 mph in a 15-mph zone). The deputy noted “Driver was issued citation per internal guidelines,” but did not state what his/her guidelines were. The driver was cited for speeding in a school zone (28-797F) instead of a citation for criminal speed (ARS 28-701.02A1). This deputy did not issue any warnings for ARS 28-797F.
- MC22081103 was a stop of a White driver for criminal speed in a school zone (38 mph in a 15-mph zone). The deputy noted “Driver was issued citation per internal guidelines,” but did not state what his/her guidelines were. The driver was cited for speeding in a school zone (28-797F) instead of a citation for criminal speed (ARS 28-701.02A1). This deputy did not issue any warnings for ARS 28-797F.
- MC22168986 was a stop of a White driver for speeding in a school zone (30 mph in a 15-mph zone). The deputy noted “Driver was issued citation per internal guidelines,” but did not state what his/her guidelines were. The driver was cited for speeding in a school zone (28-797F). This deputy did not issue any warnings for ARS 28-797F.
- MC22057309 was a stop of a White driver for speeding in a school zone (30 mph in a 15-mph zone). The driver was cited for speeding in a school zone (28-797F).
- MC22048901 was a stop of a White driver for speeding in a school zone (27 mph in a 15-mph zone). The driver was cited for speeding in a school zone (28-797F).
- MC22001296 was a stop of a White driver for speeding in a school zone (27 mph in a 15-mph zone). The driver was cited for speeding in a school zone (28-797F).
- MC22142577 was a stop of a White driver for speeding in a school zone (32 mph in a 15-mph zone). The deputy noted “internal guideline: driver issued citation because the speed limit was exceeded in a school zone. subject arrested on a parole violation warrant.” The driver was driving on a suspended license for failure to appear. The driver was cited for speeding in a school zone (ARS 28-797F) and driving on a suspended license (ARS 28-3482A).

White Drivers issued Warnings for ARS 28-797F

- MC22007271 was a stop of a White driver for speeding in a school zone (23 mph in a 15-mph zone). The deputy noted “medical personnel will get a warning one time with a valid

driver's license.” The driver was issued a warning for speeding in a school zone (ARS 28-797F).

- MC22011749 was a stop of a White driver for speeding in a school zone (21 mph in a 15-mph zone). The deputy noted “driver was from out of state with her mother and was not paying attention. warning was appropriate.” The driver was issued a warning for speeding in a school zone (ARS 28-797F) and passing in a school zone (ARS 28-797F).
- MC22008372 was a stop of a White driver for speeding in a school zone (31 mph in a 15-mph zone). The deputy noted “driver just lost his father to cancer. warning was appropriate” The driver was issued a warning for speeding in a school zone (ARS 28-797F).
- MC22014776 was a stop of a White driver for speeding in a school zone (22 mph in a 15-mph zone). The deputy did not provide notes explaining why a warning was issued. The driver was issued a warning for speeding in a school zone (ARS 28-797F).
- MC22003430 was a stop of a White driver for speeding in a school zone (23 mph in a 15-mph zone). The deputy noted “I observed the violation and initiated the traffic stop. I contacted the driver, who was getting out of her vehicle to pick up her daughter from school. I explained I was stopping her for speeding through school zone, but due to her speed and where she speeds up to turn, I was only issuing her a warning. after she got her daughter, I gave her the warning.” The driver was issued a warning for speeding in a school zone (ARS 28-797F).
- MC22007281 was a stop of a White driver for speeding in a school zone (26 mph in a 15-mph zone). The deputy noted “occupants of the vehicle were elderly and were completely turned around. He appeared worried because he was lost and didn't know how to get back to the 87. warning was appropriate. I gave the driver directions so he could return back home safely.” The driver was issued a warning for speeding in a school zone (ARS 28-797F).
- MC22048259 was a stop of a White driver for speeding in a school zone (30 mph in a 15-mph zone). The deputy noted “I did not get speed on radar as I was just fixing the opposite direction sign due to wind. I estimated his speed at least 30 mph so I stopped him to give him a warning. Somehow Hispanic was checked on the warning. He was a white male as indicated on the contact form.” The driver was issued a warning for speeding in a school zone (ARS 28-797F).
- MC22052539 was a stop of a White driver for speeding in a school zone (30 mph in a 15-mph zone). The deputy noted “only estimated high speed in school zone as I was not set up yet with lidar. no radar head in my truck at the time so this was only going to be a warning stop. warning for insurance.

Warnings of White Drivers for 28-701.02A1—Over 35 mph approaching a school crossing

- MC22112923 was a stop of a White driver for speeding (56 mph in a 45-mph zone). The deputy incorrectly listed the ARS code for this violation as 28-701.02A1 (Over 35 mph approaching a school crossing). Review of the BWC footage identified the stop on a desert road away from any schools. The location of the stop listed in the data was “McDowell Mountain Rd. MP3” which was consistent with the BWC footage. The driver was issued a warning for 28-701.02A1 when he should have issued a warning for 28-701A.
- MC22104817 was a stop of a White driver for speeding (58 mph in a 45-mph zone). The deputy incorrectly listed the ARS code for this violation as 28-701.02A1 (Over 35 mph approaching a school crossing). Review of the BWC footage identified the stop on a desert road away from any schools. The location of the stop listed in the data was “McDowell Mountain Rd. MP3” which was consistent with what was observed in the BWC footage. The driver was issued a warning for 28-701.02A1 when he should have issued a warning for 28-701A.

Disparity in citations/warnings for ARS 28-925A

MCSO identified a statistically significant difference in the citation rate for ARS 28-925A (Tail lights) between Minority and White drivers. 2 out of 19 Minority drivers who were stopped for this violation were issued citations while all 42 White drivers who were stopped for this violation were issued warnings. We examined the circumstances of stops for which Hispanic drivers were cited for this violation.

- MC22046432 was a stop of a Hispanic driver for ARS 28-925A (Red Tail Lamps Required). The driver was discovered to be driving with a suspended driver’s license. The driver was cited for driving while license suspended/revoked/canceled (ARS 28-3473A) and ARS 28-925A.
- MC22044446 was a stop of a Hispanic driver for missing a taillight. The truck was a construction truck with equipment. The deputy noted “I issued a citation because the driver did not provide a driver's license from any jurisdiction. The traffic stop was extended because the vehicle stopped was a construction truck with equipment. The driver advised that the vehicle's registered owner lives nearby and could take possession of the vehicle. I waited until the registered owner arrived and released the vehicle to the registered owner.” The driver was cited for ARS 28-925A and 28-3169A (No legible driver’s license in possession).