

# Summary of Changes to TSQR 6

On March 31, 2022, MCSO published the results of the Traffic Stop Quarterly Report 6, *2020 Citations and Warnings* (TSQR 6). This report was the most comprehensive analysis of MCSO's traffic stop data on racial/ethnic disparity to date. The goal of the report was to investigate the disparity in citation rates, between Hispanic and White motorists, identified in the 2020 Traffic Stop Annual Report (TSAR6) in order to identify potential responses and potential methodological adjustments to the TSAR and Traffic Stop Monthly Reports conducted by MCSO.

On June 30, 2022, MCSO received a critique from research experts working with the Department of Justice. These experts had identified a coding error in the methodology used in the TSQR 6. The Department of Justice also requested additional changes to the analyses presented in the report. Upon careful review of the coding used in the TSQR 6, MCSO agreed an error in coding had been made in the 5 MPH binned speed variables used to measure the speed at which motorists were traveling. MCSO also agreed that the modeling of Civil/Criminal outcomes could have been modeled differently in the original report by restricting the analysis to only those drivers eligible for criminal speeding violations. MCSO reran the analyses with the coding error corrected and the preferred modeling for Civil/Criminal outcomes.

Following a meeting with the Monitoring Team and Parties on September 7, 2022, after a review of the data coding error and requests for revisions with the Monitoring Team and Parties, MCSO agreed to republish the TSQR 6 with the corrected coding and additional revisions to some of the analyses included in the report. The specific revisions made to the Revised TSQR 6 are identified below. The sections in the report that have been most impacted by these revisions are "Logistic Regression and Civil/Criminal Citations for Speeding," and "Logistic Regression and Citation/Warning Activity for Speeding." MCSO also made additional changes to the narratives in the Executive Summary, Introduction, Methodology, and Conclusion, to align those sections with the revised analyses and findings.

Changes made to both data and analyses prior to producing this Revised TSQR 6:

1. Re-calculate 5-MPH binned speeding intervals for Speed above the Criminal Speed Threshold.
2. Re-calculate 5-MPH binned speeding intervals for Speed above the Posted Speed Limit.
3. Re-analyze Criminal/Civil citation outcomes using only stops where the motorist was above the criminal speed threshold.
4. Exclude all analyses where the measure of speed was linear (e.g., MPH over the posted speed limit) and conduct analyses where speed is measured in discrete 5-MPH bins (e.g., 1-5 MPH, 6-10 MPH, 11-5 MPH above the posted speed limit or above the criminal speed threshold, etc.)
5. Correct data for seven cases in the data set (Six school zone stops that were misidentified in the original analysis, and one stop that had incorrect observed speed data).
6. Add binned speed analyses for modeling of Criminal/Civil Citations.
7. Add binned speed analysis with patrol beats specified as geography for Criminal/Civil Citations.