2019 TRAFFIC STOPS IN NEBRASKA

A REPORT TO THE GOVERNOR AND THE LEGISLATURE ON DATA SUBMITTED BY LAW ENFORCEMENT

MARCH 27, 2020

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The initial production of this report was partially funded by a grant from the Bureau of Justice Statistics (#2013-BJ-CX-K009) for operation of the Statistical Analysis Center (SAC) and the Nebraska Department of Transportation Highway Safety Office Racial Profiling mini-grant.

The views expressed in this report are those of the authors only and do not represent the Department of Justice nor the Nebraska Department of Transportation Highway Safety Office.

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EXECUTIVE SUMMARY

There were 367,778 traffic stops reported to the Nebraska Commission on Law Enforcement and Criminal Justice (NCC) for 2019 from 193 law enforcement agencies. Of the total traffic stops reported, 63.7% were from the Nebraska State Patrol (NSP) or agencies in Douglas, Lancaster and Sarpy Counties. Overall, 30.0% of the total statewide stops were made by NSP, while Omaha Police Department (OPD) made 11.5% of statewide traffic stops and Lincoln Police Department (LPD) made 11.7%.

While both population and stops were concentrated in the largest counties, the largest metropolitan agencies accounted for the most stops. Collectively, OPD, LPD, and NSP accounted for 56.3% of statewide stops. Census figures are used to examine details of the communities in question. The general or census population only provides one aspect of the potential group that would be stopped by law enforcement, particularly in areas with a lot of commuters or Interstate traffic. Nonetheless, the local population provides one view of the area and is often used for these comparisons.

For 2019, the NCC received a total of five reports from two agencies of the public making allegations of racial profiling. Both agencies involved conducted internal investigations. In three of the allegations, the officer was exonerated while two instances had insufficient evidence.

The reported data do not provide enough information to determine motivation or cause for any apparent disproportionality. Although this level of data does not allow definite conclusions in those areas, it does serve as a basis for constructive discussion between police and citizens regarding ways to reduce racial bias and/or perceptions of racial bias.

Interested parties want to know if the data can determine whether the driver's race and/or ethnicity had an impact on the decision by law enforcement to make the stop. Unfortunately, this is not an easy question to answer.

The Traffic Stop Data section of this report includes several basic comparisons of data that are commonly used or asked about. It also includes an overview of stop processing.

The earliest versions of this report included traffic stop activity reported by the NSP's Carrier Enforcement Division. The NSP Carrier Enforcement Division involves stops at Weigh Stations, commercial stops (for documentation or weighing) and similar activity.

Detailed numbers by agency, as well as county-wide statistics, are available at https://ncc.nebraska.gov/traffic-stops-nebraska

INTRODUCTION

The Systems and Research Division of the NCC is responsible for reporting annually to the Legislature and Governor on issues related to traffic stops made by law enforcement agencies. We are charged with collecting both summary data, along with allegations of racial profiling -- and analyze trends, and racial disparity throughout the traffic stop process.

The purpose of this report is to provide Nebraska's history on the topic, examine important factors of the data collection process, and to evaluate trends and disparity throughout the traffic stop interaction.

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

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

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

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

INTRODUCTION (2)

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

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

There are currently three methods used to issue warnings/citations. These are hand written, electronic but manually populated, and electronic auto-populating using a driver's license barcode. When warnings/citations are auto populated, race is provided via Department of Motor Vehicles (DMV) data. For Nebraska licenses issued between June 2017 and December 2017 race was inadvertently excluded in the barcode. The DMV's accident lead to the discovery that the Nebraska State Patrol (NSP) has been reporting auto-populated race counts since 2011. Neb. Rev. Stat. 20-504 (3)(b) states -- The characteristics of race or ethnicity of the person stopped. The identification of such characteristics shall be based on the observation and perception of the law enforcement officer responsible for reporting the motor vehicle stop and the information shall not be required to be provided by the person stopped.

In the Fall of 2018, the Crime Commission advised the NSP to correct their data collection methods. The Crime Commission has also advised eighteen other law enforcement agencies to correct their data collection methods, as the NSP also administers an electronic citation solution at the local level. The NSP has informed the Crime Commission that their data collection software includes an option for the officer to override the auto-populated DMV data. The Crime Commission is unable to decipher the utilization of overrides, but introduced the possibility for confirmation bias in the data collection process.

The NSP has since requested an opinion from the Office of the Attorney General. An opinion dated 02/07/2019 states, that the current practices by the NSP regarding the auto population of the TraCS system with race information are in compliance with Neb. Rev. Stat 20-504(3)(b). However, 20-504(3)(b) seems to be somewhat outdated since new technology is now available.

The consequence of the advancement in technology for the electronic citation has caused data to be reported in two distinct methods – ultimately causing concern regarding the reliability of the data being reported. This report combines both methods into an aggregate summary of data submitted to the NCC.

HISTORY

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

1) Acknowledged the danger and impropriety of any practice that involves disparate treatment based on a person's skin color, apparent nationality or ethnicity.

2) Defined racial profiling as the detaining of an individual or conducting a motor vehicle stop based upon disparate treatment of an individual.

3) Required the collection of certain information relative to traffic stops, in that law enforcement agencies are required to collect, record, maintain and report the information below to the NCC.

A) The number of motor vehicle stops.
B) The race or ethnicity of the people stopped.
C) The nature of an alleged law violation that resulted in the motor vehicle stop.
D) Whether warnings or citations were issued, arrests made, or searches conducted as a result of the stops.

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

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

HISTORY (2)

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

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

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

RACIAL PROFILING ADVISORY COMMITTEE

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

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

The RPAC was contacted in 2006 to review and offer suggestions to discussion points and earlier reports. The following bullet points were identified as being relevant to Nebraska at the state and local levels of organization in addressing issues related to racial profiling.

1) Racial profiling is a serious allegation and issue that must be dealt with at an agency and individual level. Professional law enforcement is concerned about the issue and interaction with the public. Individuals may racially profile (as opposed to an agency) and need to be dealt with in a professional matter that meets agency policy and responsibility as well as public expectations and rights.

2) The collection of mandated summary data does not allow for the detailed analysis necessary to establish bias. The aggregate analysis and observations included in the report point to areas that would necessitate closer examination at the agency level. Such detailed examination is outside the scope of the NCC's mandate and resources.

3) For a complete analysis within Nebraska there would need to be much more detailed and mandated methods of data collection, as well as additional resources available to conduct such an in-depth analysis. Detailed stop-level data, as opposed to summary data, are necessary to provide a baseline for examining traffic stops. The costs associated with such detailed methods of data collection, as well as its operational impact on law enforcement agencies, are quite significant. There would also be a substantial impact on the NCC to collect, store, and analyze more detailed data.

4) Detailed analysis at the agency level is best to determine bias. The onus and responsibility for this type of analysis should rest with the law enforcement agency. A law enforcement agency and community must cooperate in the examination of data and potential bias.

5) A law enforcement agency examination of disparity to determine potential bias or racial profiling should include factors such as local demographics, agency policy, and individual officer behavior.

6) There is no absolute guideline that defines profiling or bias, and in particular, it is not merely a statistical or numerical observation. There are many factors that must be included.

RACIAL PROFILING ADVISORY COMMITTEE (2)

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

1) The type and detail of reporting should stay consistent with what has been in place since the passage of the legislation. This will allow for a consistent data set over time, making it easier for law enforcement agencies to maintain.

2) There should be an effort to retrain law enforcement agencies on the reporting requirement to attempt to increase reporting. This may be useful in law enforcement agencies that have a significant turnover or have made changes in their procedures or automation.

3) Reporting requirements should be incorporated into the NLETC curriculum for newly-elected Sheriffs, basic students, and those officers attending mandated supervisory and management courses.

The RPAC discussion topics from 2008 and 2009 mirrored much of the earlier discussions as well as suggestions on data and how it should be presented:

1) There are many populations that are or can be used in the discussion of enforcement and its proportionality. These include not just general census numbers but also things such as high-risk populations, licensed drivers, and criminal justice populations (jail admissions, warrants, arrestees).

2) Populations need to be compared locally. Law enforcement agency activity is best looked at in the context of the local or subpopulation demographics.

3) Standard comparisons can assist law enforcement agencies as well as the public and decision makers in looking at traffic stop data.

4) Training and clarification of meaning for data collection should continue to be done with law enforcement agencies to target the best data available.

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

1) Looking at local populations can help agencies understand the potential basis for drivers who may be stopped.

2) Comparisons to other criminal justice-related populations can provide context for those involved with law enforcement.

3) Law enforcement agencies and their administrators can often provide information on activities or factors which have affected enforcement, including traffic stops.

RACIAL PROFILING ADVISORY COMMITTEE (3)

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

1) Emphasis for law enforcement agencies to make use of the data. It is incumbent upon law enforcement agencies to combine the reported data along with any initial analysis the NCC provides -- and explore the details of their communities, stops, and procedures.

2) Law enforcement agencies need to be sure they report and understand search criteria. This will continue to be addressed with training opportunities and highlight examples such as probable-cause searches and searches incident to arrest.

3) While law enforcement agencies and the NCC are limited by race definitions from National Crime Information Center, the RPAC foresees questions and concerns for other ethnicities such as 'Arab'.

4) Agency costs for collecting and reporting of data are a concern of the committee. Technology solutions are not cheap and not very feasible for all agencies.

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

1) Utilizing rates as opposed to percentages as a reporting metric. This was included in the 2013 report.

2) Implementation of online data entry for law enforcement agencies, which makes it easier to conduct data-validation processes. The requirement for online submission of data collection methodology was implemented in 2013.

3) Automation of online data collection for racial profiling allegations was made available in 2013. The NCC can now monitor the instances of racial profiling allegations throughout the year, instead of receiving the data annually.

4) The production of a model policy regarding racial profiling, per statutory changes, was reviewed by the RPAC. There were concerns expressed over the ability for clear language that mirrors statute and could be used by law enforcement agencies.

In 2014 the RPAC discussed how to approach data collection. The discussion topics included:

1) The utilization of DMV demographics. The discussion continued regarding the differences between census figures and DMV numbers, and if county figures can be used.

2) Non-compliance with Racial Profiling Policy Submissions. The discussion continued on how to get agencies into compliance. A model policy was developed and approved to be used as an example.

RACIAL PROFILING ADVISORY COMMITTEE (4)

In 2015 the NCC implemented new reporting methods for reporting purposes, which were shared with the RPAC. Other discussion topics included:

1) The difference between personal bias and racial prejudice. The discussion continued regarding problems law enforcement encounter such as poverty and the cost of recruitment and selection of future officers.

2) Partnering with University of Nebraska-Omaha to gather raw data from select law enforcement agencies for additional analysis.

In 2016 the RPAC discussed anonymous complaints. However, due to concerns regarding the sharing of personal information, investigating such complaints would prove difficult. Other discussion topics included:

1) Chairperson Fisher indicated that implicit bias training has been made available for all law enforcement agencies.

In 2017 the RPAC requested receipt of the Traffic Stops Report prior to its annual publication date, which has been fulfilled by the NCC.

DATA COLLECTION

Standardized forms are provided to all law enforcement agencies in Nebraska. Summary data are reported to the NCC quarterly. Data fields include race of all drivers stopped, reason for stops, disposition of stops, and whether searches were conducted.

Since agencies began submitting data, the NCC's Statistical Analysis Center has been working with law enforcement agencies to improve reporting and address data inconsistencies. Such a significant effort requires review of processes and workflow once it begins. In general, law enforcement agencies have made a concerted effort to fulfill the requirements. Some agencies have gone a step further and undertaken their own studies. These studies are typically more comprehensive, allowing for more detailed analyses of racial profiling specific to their agency. Such internal efforts examine the law enforcement agency's data to better understand and detect the nature of disparities.

Neb. Rev. Stat. 20-504 (3)(b) states the characteristics being reported shall be based on the observation and perception of the law enforcement officer responsible for reporting the motor vehicle stop. The FBI maintains data standards for most law enforcement data collection. To be consistent with these standards and other reporting programs, race categories for this project were based on FBI-defined categories: White, Black, Asian/Pacific Islander, American Indian/Alaskan Native, and other. However, to address ethnicity concerns outlined in the originating legislation, a category for Hispanic was included. While Hispanic is not a race as described by the U.S. Census Bureau, it is included this way for ease of reporting. There are many other categories that could potentially be of interest regarding ethnicity or national origin but the current system does not address those.

In 2019 there were 187 law enforcement agencies that fully participated in the data collection process. Six local law enforcement agencies partially participated - i.e., did not submit all four quarters, while another six agencies (1 County Sheriff and 5 Police Departments) did not submit any data.

The next page is a map of Nebraska outlining each county's reporting status. For a county to be designated as 'REPORTING COMPLETE', the county must have all law enforcement agencies report all four quarters of data for 2019. Blaine County did not have any agencies report 2019 data, designated as 'NOTHING REPORTED'. 'INCOMPLETE LOCAL' means at least one of the active agencies within the county has not reported all four quarters of data for 2019 to the NCC.

Overall, 6.0% of active agencies did not report all four quarters in 2019 to the NCC; these non-reporting agencies typically represent sparsely populated areas in Nebraska. Specifically, 99.2% of the statewide population was covered by the 94.0% of agencies with complete reporting, compared to 98.3% of the population and 92.3% of active agencies in 2018. The next page identifies those law enforcement agencies that did not meet reporting requirements.

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DATA COLLECTION MAP

1) Blaine County SO covering less than 500 inhabitants, did not submit any data.

2) Decatur PD covering less than 500 inhabitants, did not submit any data.

3) Randolph PD covering less than 900 inhabitants, did not submit any data.

4) Wisner PD covering less than 1,200 inhabitants, did not submit any data.

5) Fairmont PD covering less than 600 inhabitants, did not report all four quarters. (Partial Reporting)

6) Crofton PD covering less than 800 inhabitants, did not report all four quarters. (Partial Reporting)

7) Osmond PD covering less than 700 inhabitants, did not report all four quarters. (Partial Reporting)

8) Crete PD covering approximately 7,000 inhabitants, did not report all four quarters. (Partial Reporting)

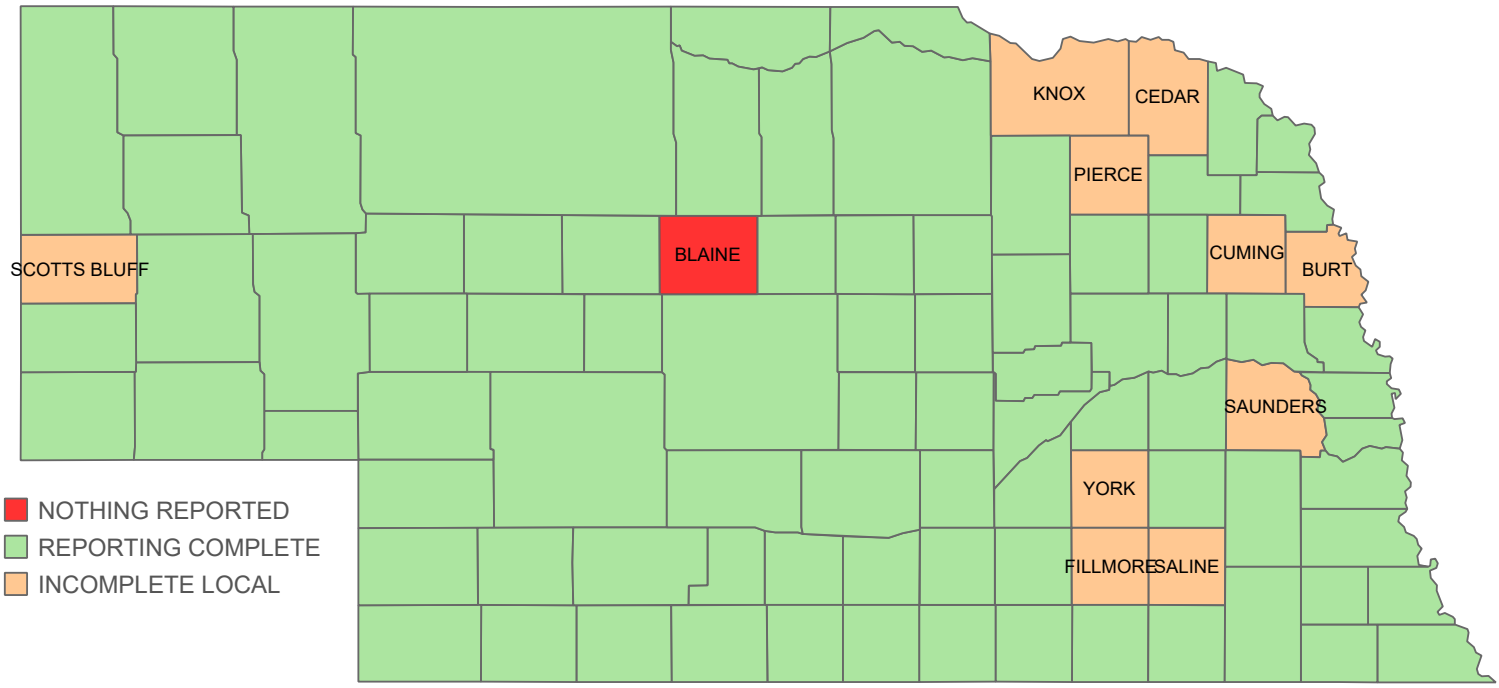
9) Minatare PD covering less than 800 inhabitants, did not submit any data.

10) Yutan PD covering less than 1,300 inhabitants, did not report all four quarters. (Partial Reporting)

11) Cedar Bluffs PD covering less than 600 inhabitants, did not submit any data.

12) Hendersen PD covering less than 1,000 inhabitants, did not report all four quarters. (Partial Reporting)

Agency-specific results are available at: https://ncc.nebraska.gov/traffic-stops-nebraska



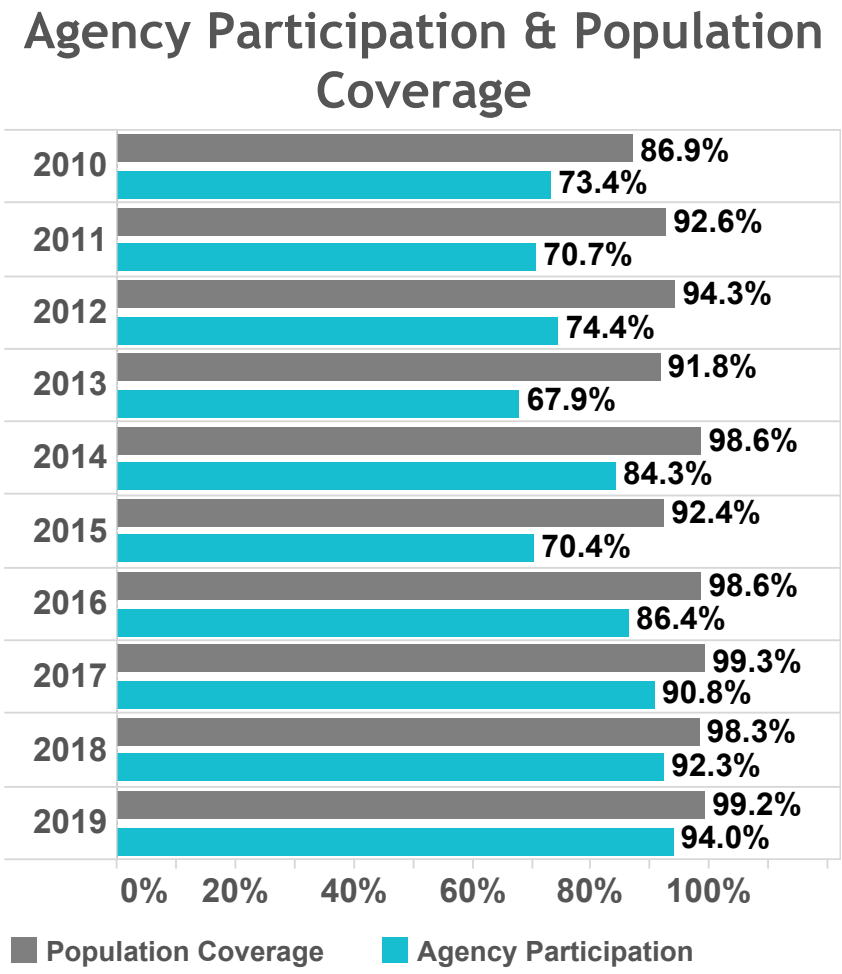
DATA COLLECTION COVERAGE

Since 2010, statewide data collection efforts have improved, both in terms of population coverage and agency participation, however a ceiling effect has likely limited recent improvement efforts for the last couple years.

Population coverage reflects the percentage of Nebraska's statewide population covered by those agencies that submitted their traffic stops data across all four quarters. Population values for these calculations were obtained from the US Census Bureau website (https://factfinder.census.gov).

Agency participation reflects the percentage of agencies that submitted all four quarters of traffic stops data, based on the number of agencies active during that year.

For example in 2010, 73.4% of Nebraska's active law enforcement agencies reported all four quaters of traffic stops data to the NCC, which represented 86.9% of the statewide population. In 2019, these figures increased to 94.0% of active agencies, representing 99.2% of the statewide population.

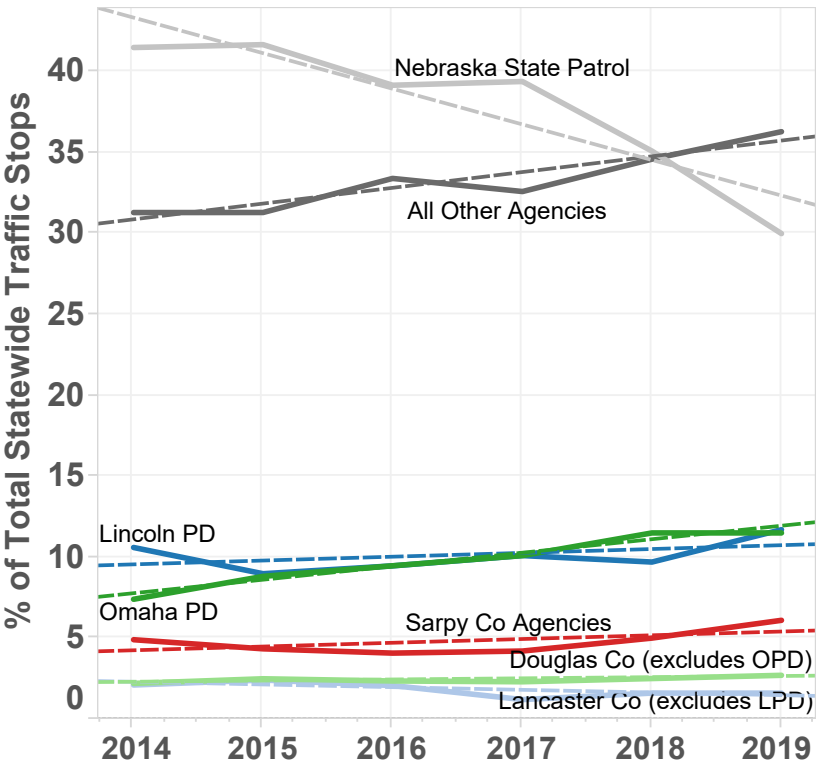


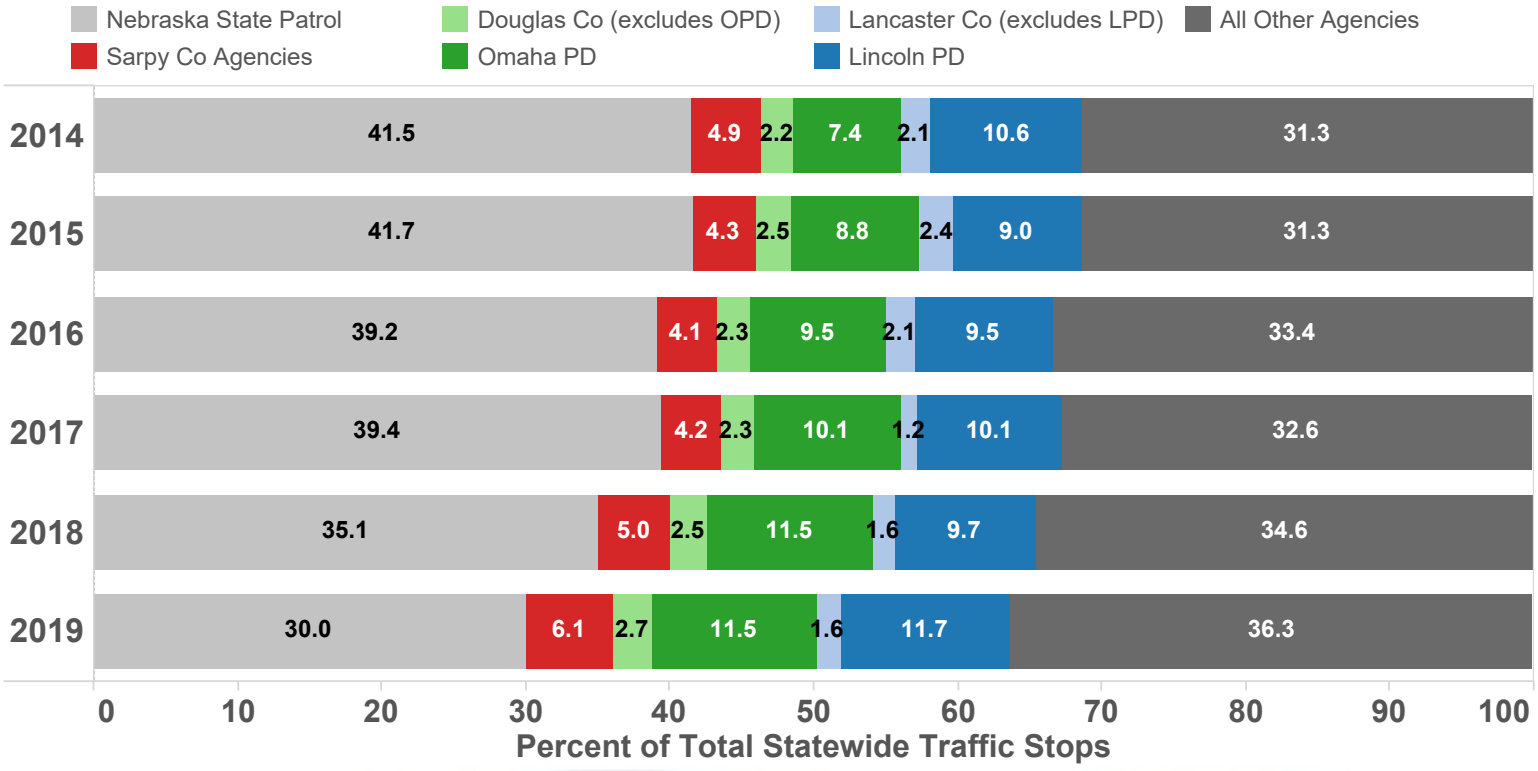
DATA PROPORTIONALITY

NSP accounts for the largest portion of the traffic stops made by a single agency in the State of Nebraska during 2019. Collectively, NSP in combination with three counties (Douglas, Lancaster, and Sarpy) accounted for nearly two-thirds of all traffic stops.

By understanding the proportion of stops by agency, one must realize the complex nature of identifying areas of concern. A majority of the NSP traffic stops occur on the Interstate system, for which no population metric is available that can effectively estimate the demographic make-up of individuals traveling on the Interstate system. Without a clear quantitative method to identify this population, it would be illogical to make conclusions regarding any disparity of this specific population.

Traffic Stops Distribution by Agency





DATA REPORTING CONSIDERATIONS

This report reflects summary data submitted to the NCC from 2014 through 2019 (six years). The NCC has published data for 2002-2012, but in years prior to 2005, NSP weigh station stops were included in the analysis. For clarity and comparative purposes, the data for 2002-2012 have been removed from this report. Data tables throughout this report include several basic data comparisons regarding the race of the driver, the reason for the stop, the primary disposition or outcome of the stop, and whether or not searches were conducted.

The data provided in this report have inherent limitations. The data collected are in summary format, and due to this limitation, there are no feasible processes to either identify individual cases or provide advanced analysis. For instance, while we can report how many searches were conducted regarding Hispanic drivers, we cannot report how many of these stops started with a traffic violation as the reason for the stop nor can we determine what the outcome of the stop actually was.

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

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

DATA REPORTING CONSIDERATIONS (2)

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

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

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

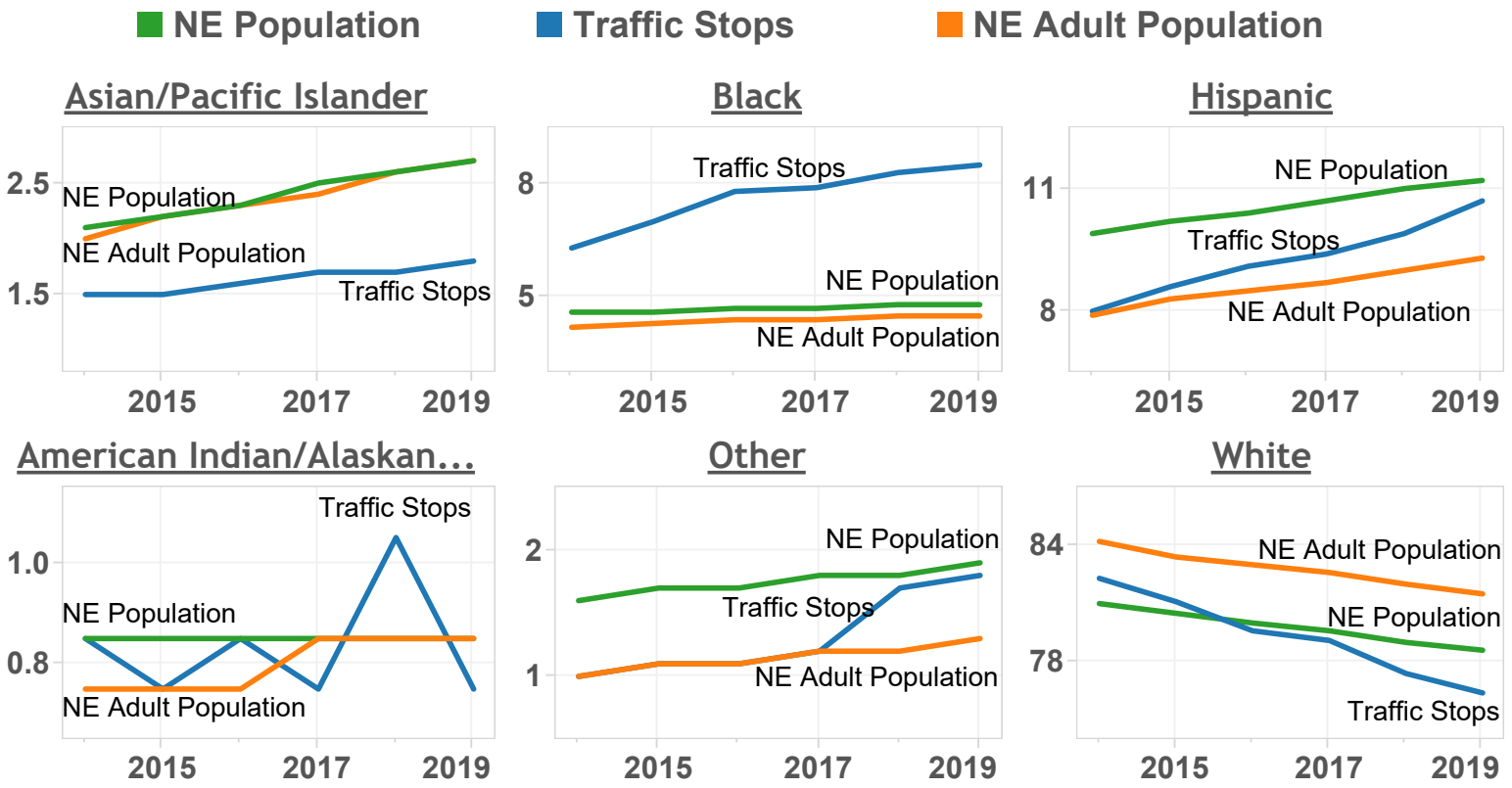
POPULATION COMPARISON

Studies focusing on traffic stop reporting often compare data to racial distributions within a particular community or state. Some studies compare traffic stop data to the racial breakdown of general population of licensed drivers, at-risk drivers, or even to the racial breakdown of drivers actually observed on an area's roads by people stationed in the field. Each of these demographic comparisons has strengths and weaknesses, but there is no universally accepted method for analyzing at-risk populations compared to a reference group. Some studies draw conclusions that theoretically cannot be made given deficiencies in the available data.

Several factors need to be condsidered when comparing traffic stop data to a population. Often the general population is compared to traffic stop percentages and used as the sole indicator of racial profiling, which may result in spurious findings. However, initial results from such comparisons may identify other factors needing to be controlled and analyzed in order to validate the initial findings.

All population data are from the US Census Bureau. Since the adult population -- 16 years and older as of July 1, 2018 (see PEPASR6H table from Census website) -- more closely resembles the driving population than the overall population, primary tables and counts are based on Nebraska's adult population, when available. Due to inconsistent race categories across data sets, some groups were combined to align with traffic stop categories. For city/county-level reporting, however, city/county overall populations are used since race-by-age tables are not available at these localized levels.

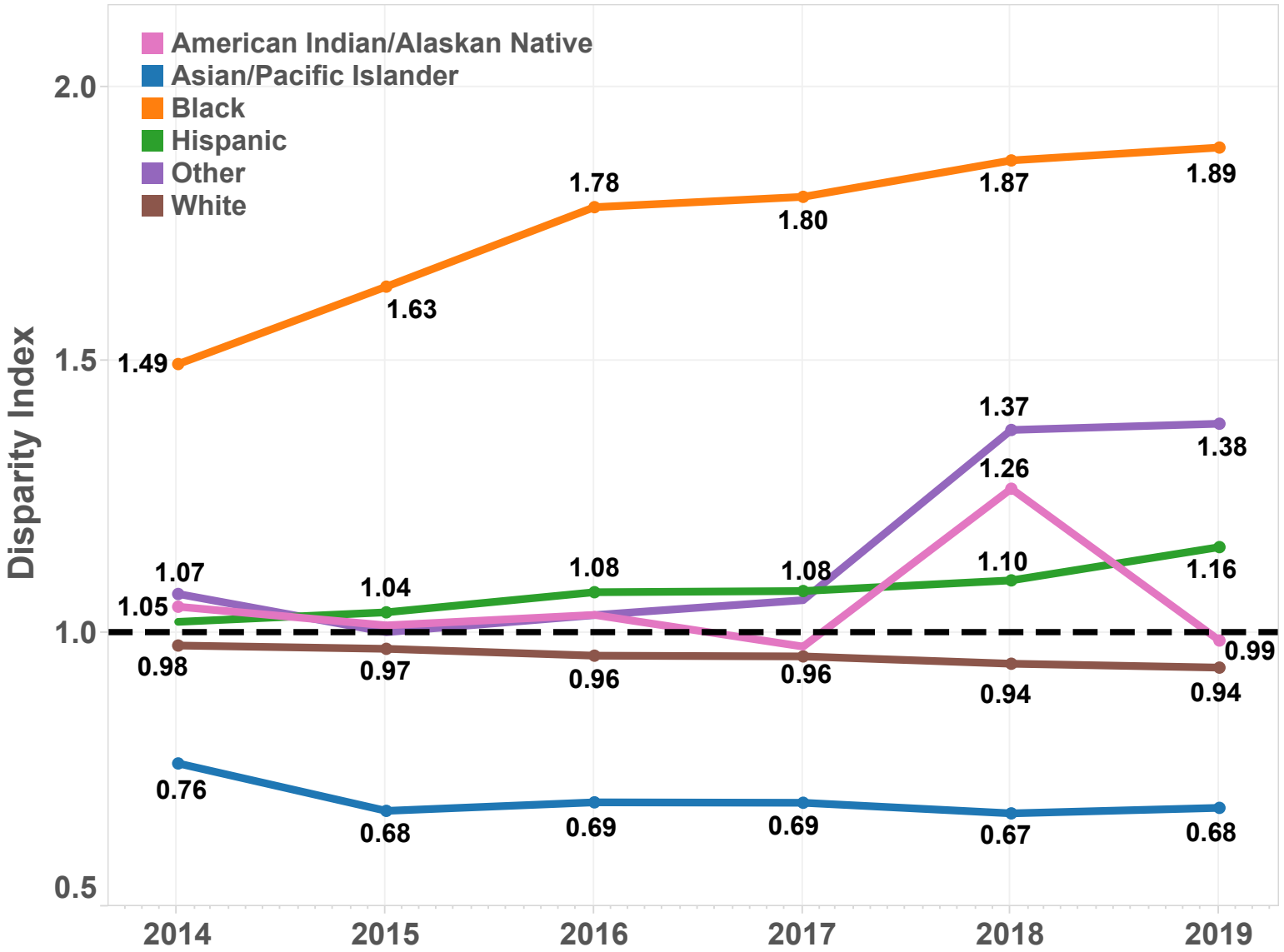
The graphs below compare traffic stop percentages to adult and overall statewide populations.



DISPARITY INDEX

Over the past six years our state's population has changed in size and in demographics. Nebraska's adult population estimates obtained from US Census Bureau provide a more accurate comparison for traffic stop data than the Nebraska's overall population.

When comparing adult population percentages to traffic stop percentages, we are able to produce a disparity index, seen below. To interpret this index, values greater than one indicate overrepresentation, whereas values less than one indicate underrepresentation. For each race, the disparity index is calculated by dividing the proportion of stops by the proportion of population. As outlined in the Data Reporting Considerations of this report, there is no single explanation for disparities provided in this report.



DISPARITY INDEX (NSP vs. NON-NSP)

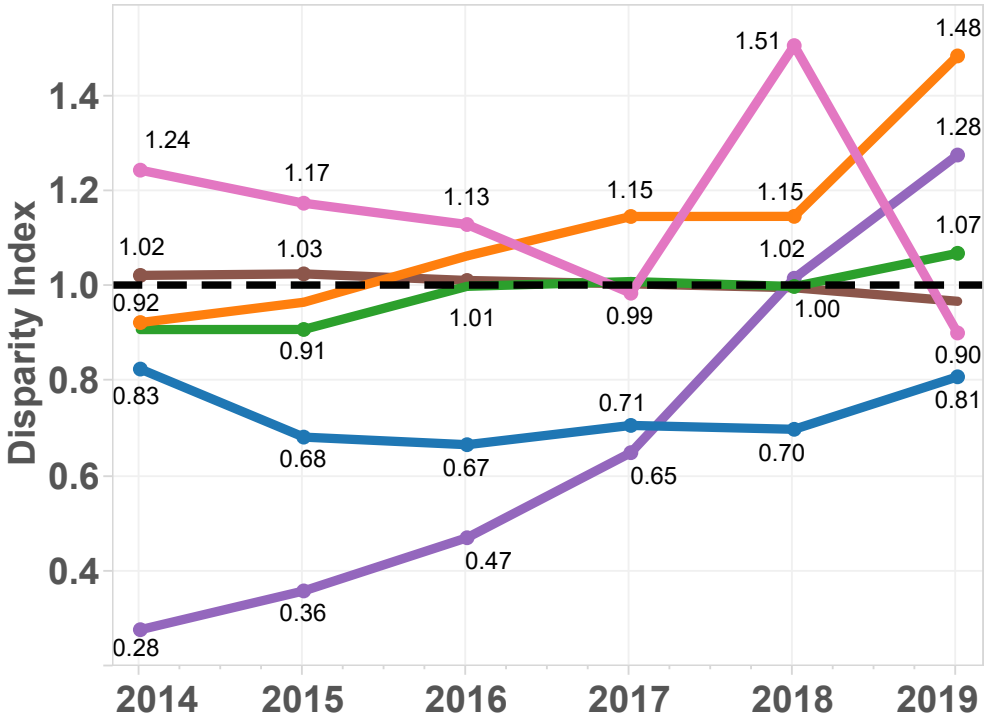
The adjacent line graphs compare disparies for all NSP traffic stops and non-NSP traffic stops.

The disparity index is calculated using Nebraska's adult population percentages reported on the two previous pages. For each race and year, the disparity index is calculated by dividing the proportion of stops by the proportion of population.

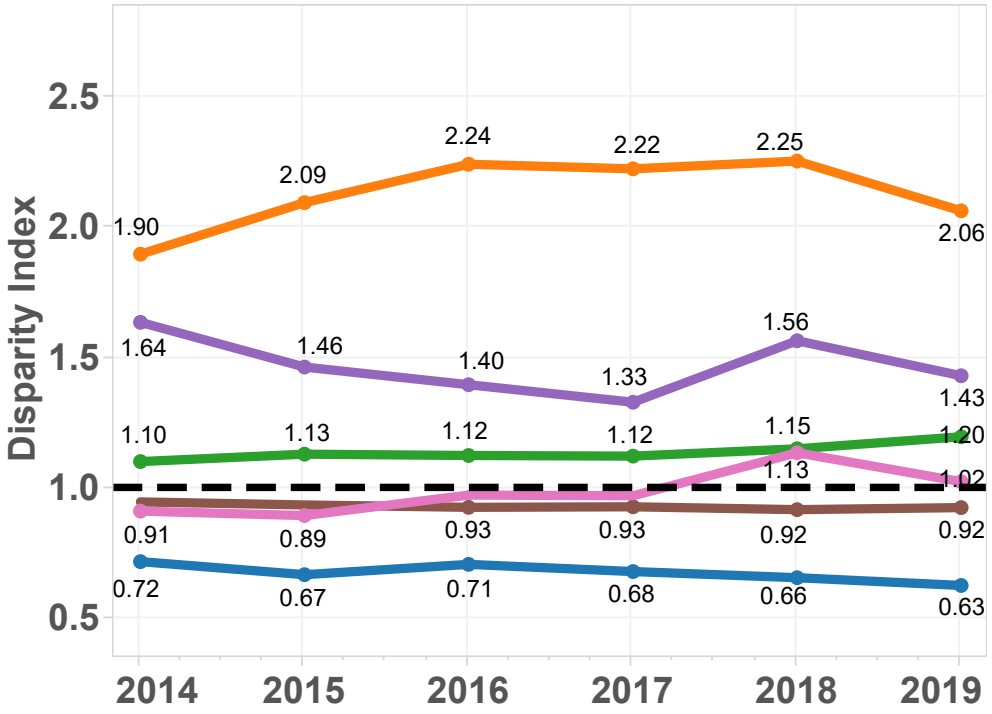
When interpreting the disparity index, values greater than one indicate overrepresentation, one represents no disparity, and values less than one indicate underrepresentation.

- American Indian/Alaskan N..
- Asian/Pacific Islander
- Black
- Hispanic
- Other
- White

NSP



Non-NSP



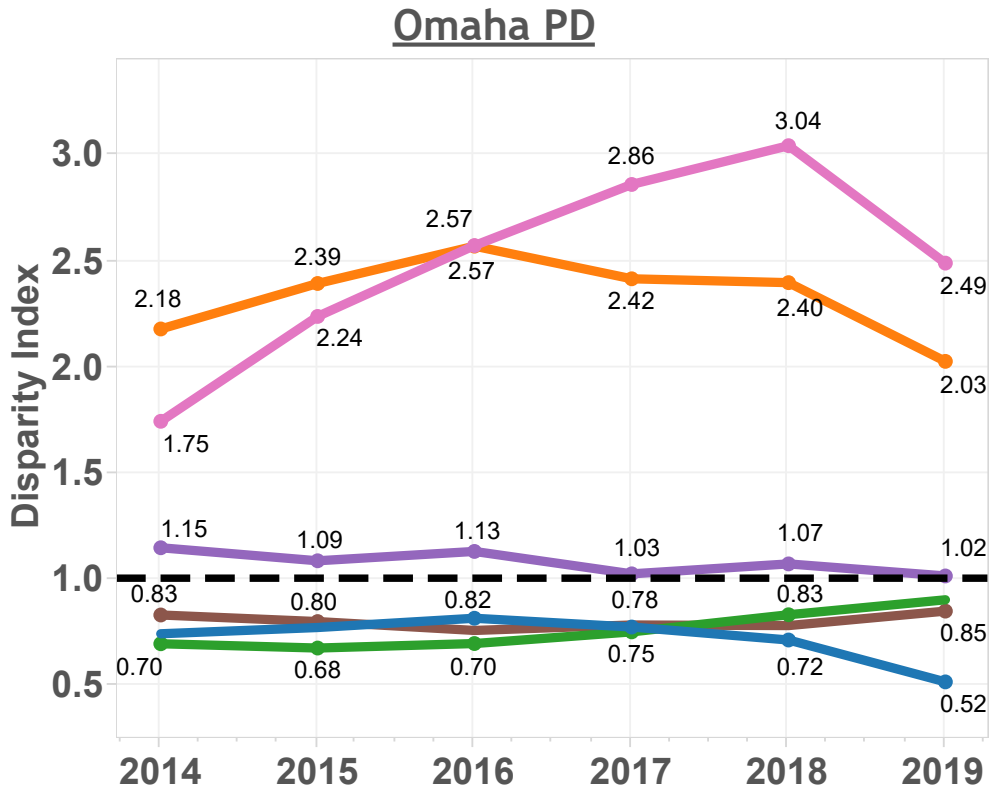
DISPARITY INDEX (OMAHA PD & LINCOLN PD)

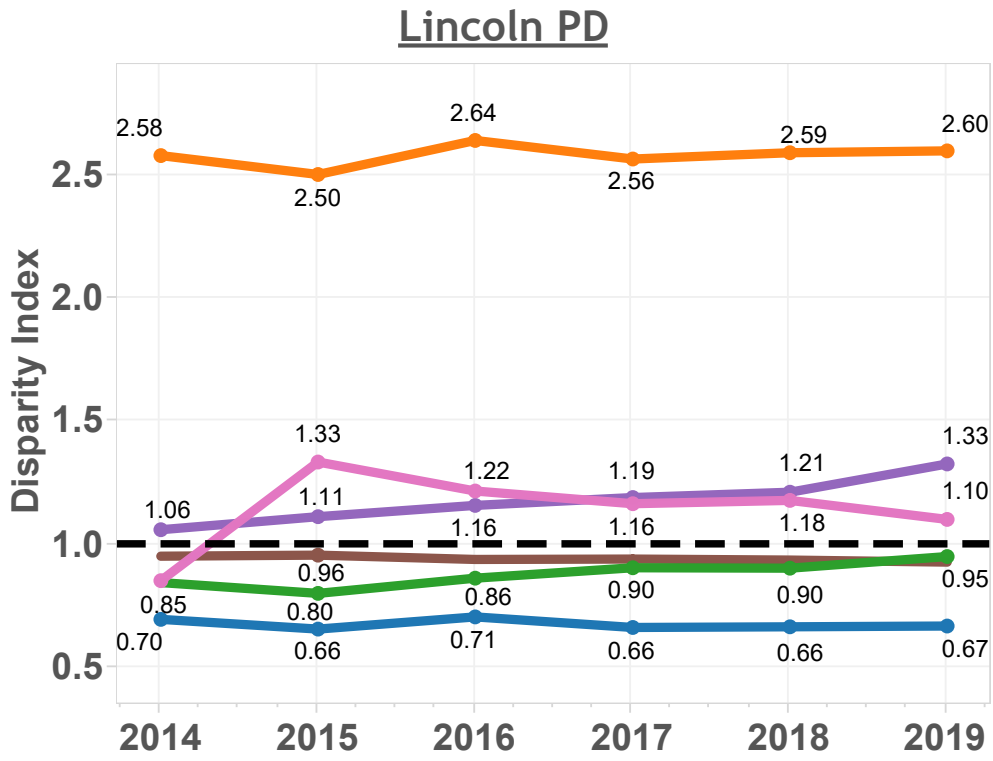
The adjacent line graphs compare disparities for OPD and LPD traffic stops.

To interpret the disparity index, a value greater than one indicates an overrepresentation, whereas a value less than one indicates an underrepresentation. The disparity index is calculated for each race by dividing the proportion of stops by the proportion of population.

These two Police Departments collectively account for about twenty percent of traffic stops reported each year. Each agency's disparity calculations use city-wide population figures, not the adult population.

- American Indian/Alaskan Nat..
- Asian/Pacific Islander
- Black
- Hispanic
- White
- Other

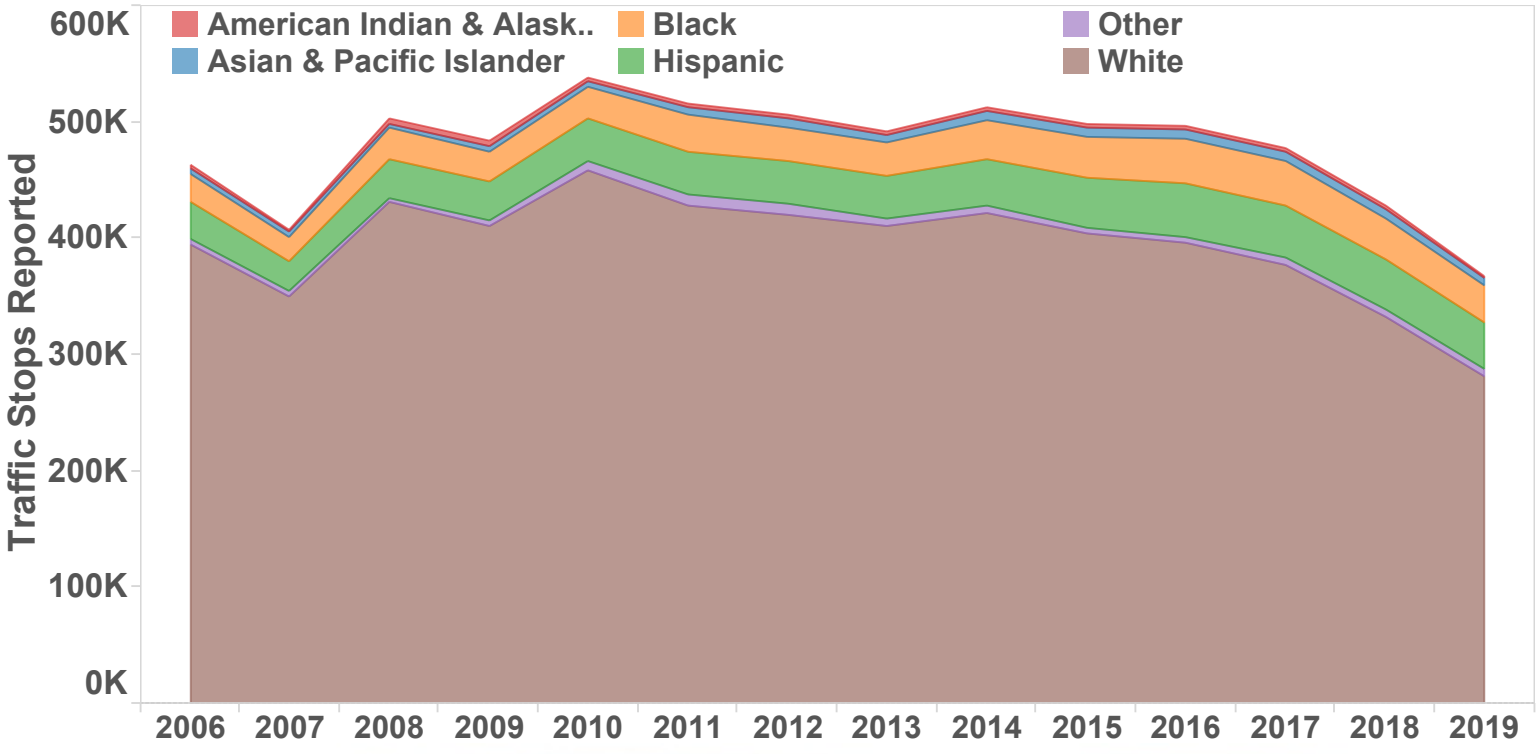




TRAFFIC STOP DATA

The following table and area chart provide some perspective regarding the amount of traffic stops reported to the NCC over the previous 14 years. Whites make up the majority of traffic stops, decreasing across this 14-year span from a high of 85.9% in 2007 to a low of 76.4% in the current reporting year. Conversely, minor growth has been observed in traffic stop percentages (population growth simulates traffic stop growth) for Asian/Pacific Islander, Black, and Hispanic populations.

	American India..		Asian & Pacific ..		Black		Hispanic		Other		White		Grand Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2006	3,918	0.8%	4,801	1.0%	23,671	5.1%	32,253	7.0%	4,273	0.9%	394,215	85.1%	463,131	100.0%
2007	2,609	0.6%	3,570	0.9%	21,100	5.2%	26,484	6.5%	3,860	0.9%	349,809	85.9%	407,432	100.0%
2008	3,634	0.7%	4,509	0.9%	25,762	5.1%	34,806	6.9%	3,099	0.6%	430,317	85.7%	502,127	100.0%
2009	3,930	0.8%	4,815	1.0%	26,724	5.5%	32,942	6.8%	4,096	0.8%	410,761	85.0%	483,268	100.0%
2010	3,768	0.7%	5,378	1.0%	26,877	5.0%	35,734	6.6%	9,068	1.7%	457,472	85.0%	538,297	100.0%
2011	3,908	0.8%	6,407	1.2%	31,096	6.0%	36,888	7.1%	10,545	2.0%	427,237	82.8%	516,081	100.0%
2012	3,525	0.7%	6,512	1.3%	29,819	5.9%	36,223	7.2%	9,430	1.9%	419,972	83.1%	505,481	100.0%
2013	3,663	0.7%	6,522	1.3%	28,629	5.8%	36,271	7.4%	7,584	1.5%	409,465	83.2%	492,134	100.0%
2014	3,886	0.8%	7,891	1.5%	32,249	6.3%	41,142	8.0%	5,241	1.0%	421,800	82.3%	512,209	100.0%
2015	3,731	0.7%	7,420	1.5%	35,095	7.0%	42,846	8.6%	5,302	1.1%	403,472	81.0%	497,866	100.0%
2016	3,832	0.8%	7,996	1.6%	38,525	7.8%	45,424	9.1%	5,706	1.1%	395,404	79.6%	496,887	100.0%
2017	3,489	0.7%	8,025	1.7%	37,483	7.9%	44,794	9.4%	5,917	1.2%	377,001	79.1%	476,709	100.0%
2018	4,085	1.0%	7,349	1.7%	35,606	8.3%	42,489	9.9%	7,198	1.7%	331,522	77.4%	428,249	100.0%
2019	2,752	0.7%	6,692	1.8%	31,315	8.5%	39,405	10.7%	6,581	1.8%	281,033	76.4%	367,778	100.0%



NEBRASKA
COMMISSION ON LAW ENFORCEMENT AND CRIMINAL JUSTICE

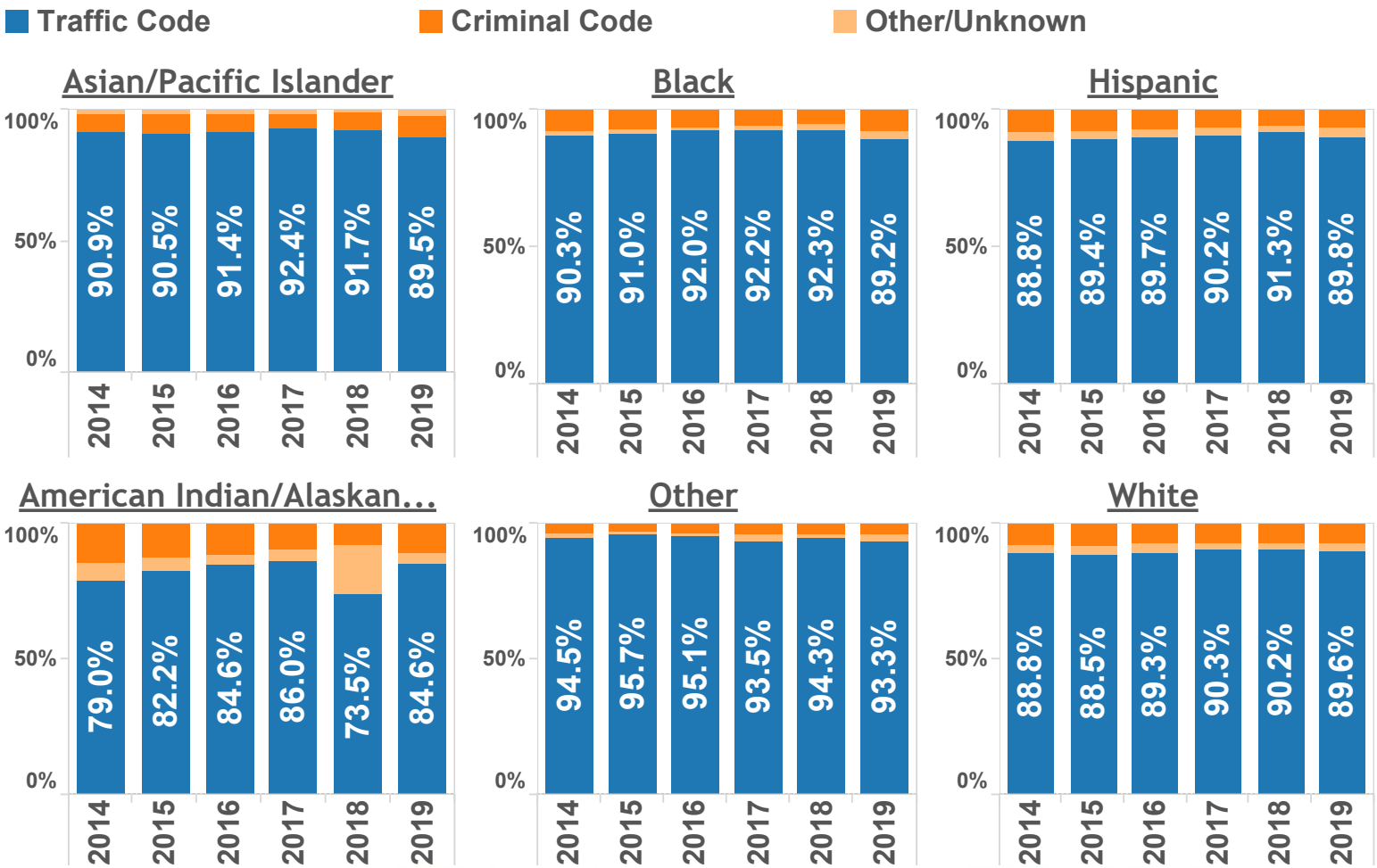
REASON FOR TRAFFIC STOP

The adjacent table displays percentages of statewide traffic stops made for either traffic code violations, criminal code violations, or other/unkown reasons. The figures below breakdown reason-for-stop percentages in terms of race.

Reason for the Stop indicates the primary reason the traffic stop was initiated by the officer. A traffic stop may include more than one reason.

Traffic Code Violations are the typically thought of traffic violations such as speeding.

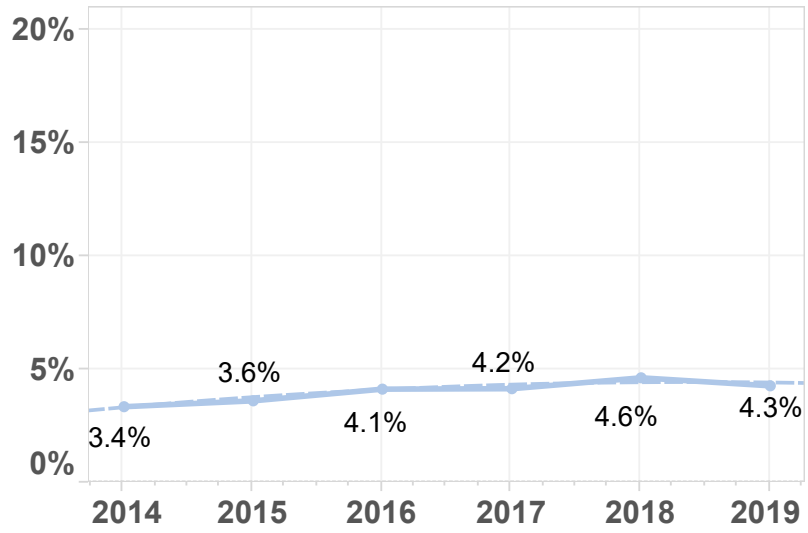
	Traffic Code		Criminal Code		Other/Unknown		Grand Total	
	Count	%	Count	%	Count	%	Count	%
2006	439,665	94.9%	7,163	1.5%	16,303	3.5%	463,131	100.0%
2007	384,390	94.3%	6,640	1.6%	16,402	4.0%	407,432	100.0%
2008	475,436	94.7%	5,941	1.2%	20,750	4.1%	502,127	100.0%
2009	456,618	94.5%	5,522	1.1%	21,128	4.4%	483,268	100.0%
2010	489,234	90.9%	6,093	1.1%	42,970	8.0%	538,297	100.0%
2011	496,177	96.1%	4,850	0.9%	15,054	2.9%	516,081	100.0%
2012	451,853	89.4%	40,087	7.9%	13,541	2.7%	505,481	100.0%
2013	438,647	89.1%	38,622	7.8%	14,865	3.0%	492,134	100.0%
2014	455,502	88.9%	41,626	8.1%	15,081	2.9%	512,209	100.0%
2015	441,944	88.8%	41,151	8.3%	14,771	3.0%	497,866	100.0%
2016	445,264	89.6%	36,400	7.3%	15,223	3.1%	496,887	100.0%
2017	431,406	90.5%	33,010	6.9%	12,293	2.6%	476,709	100.0%
2018	387,287	90.4%	29,054	6.8%	11,908	2.8%	428,249	100.0%
2019	329,714	89.7%	27,645	7.5%	10,419	2.8%	367,778	100.0%



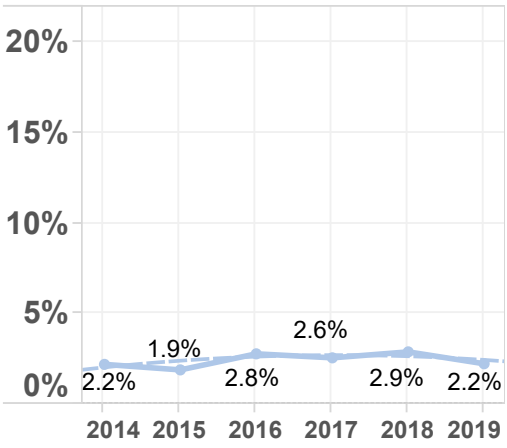
DISPOSITION OF TRAFFIC STOP

The Disposition of the Traffic Stop reports the primary outcome of the stop. A traffic stop may result in a variety of outcomes. A custodial arrest is not done when only a traffic violation is involved. Therefore, the stop could involve things such as a DUI arrest, a lack of identification, an outstanding warrant (discovered in a general license check) or some other criminal activity in the car or even by the occupants. However, the data are not detailed enough to know what specific violation caused a custodial arrest. The following graphs depict the percentage of traffic stops resulting in an arrest.

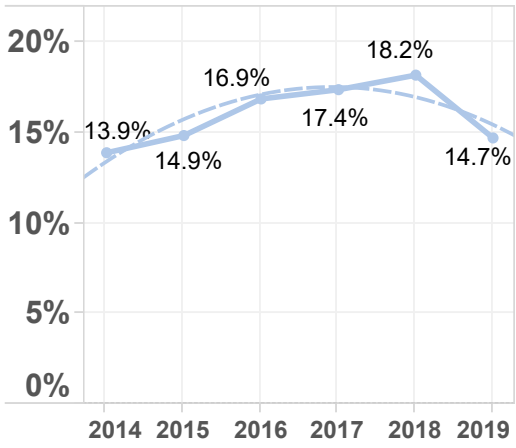
All Races Combined Arrest Rate



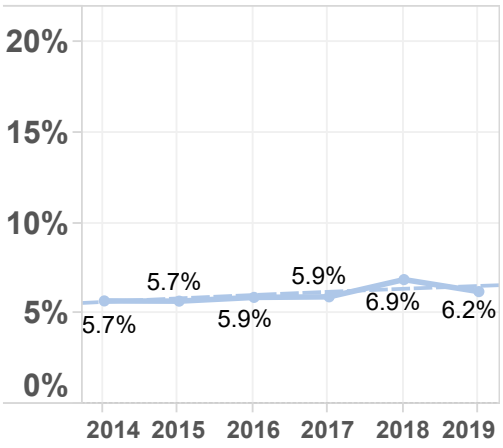
Asian/Pacific Islander



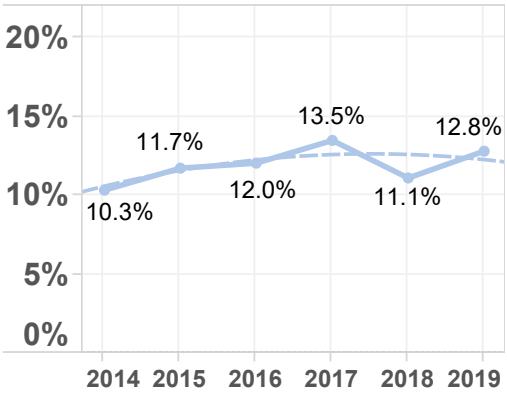
Black



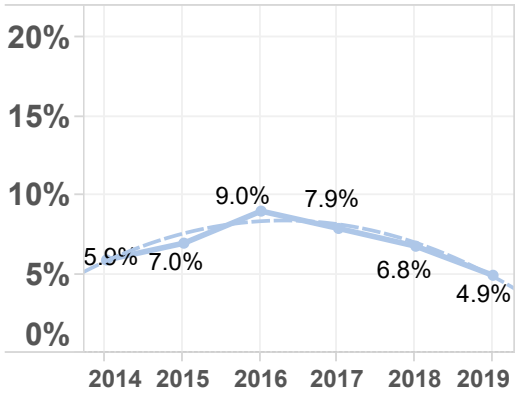
Hispanic



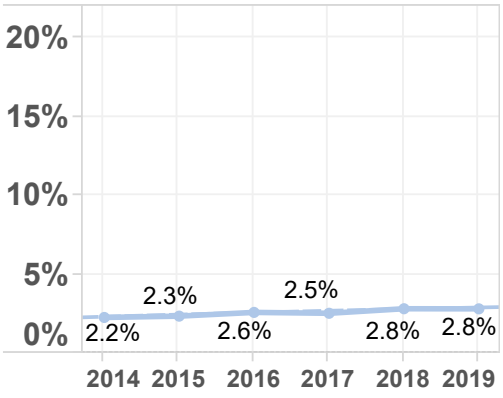
American Indian/Alaskan...



Other



White

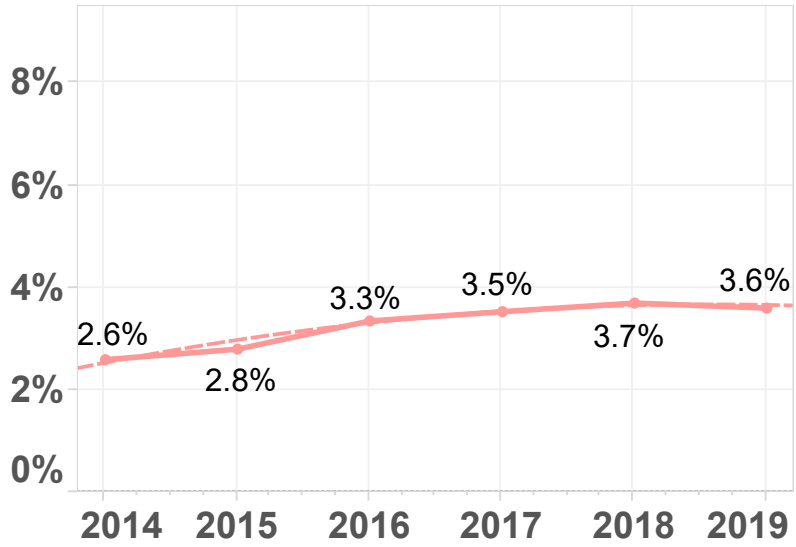


SEARCH PERCENTAGE

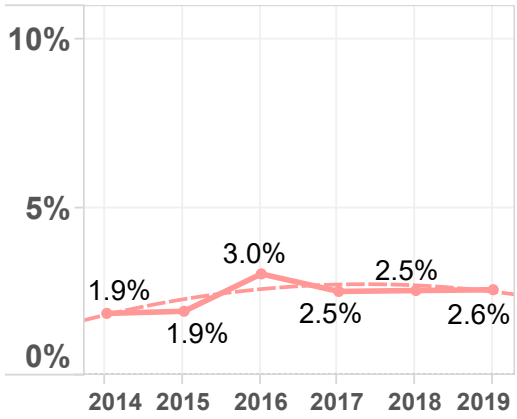
Broken down by race over the past 6 years, the following figures show the percentage of traffic stops in which a search was conducted. For example in 2019, 7.4% of all statewide traffic stops involving Black drivers included a search.

Search counts do not include inventory arrests or those done incident to arrest. Instead they reflect searches done as part of the officer's processing of the traffic stop. The following trend lines allow the reader to compare each race to each other, the overall (top-right), and over time.

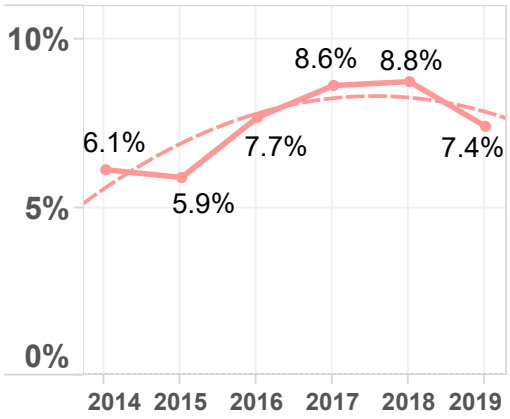
All Races Combined Search Rate



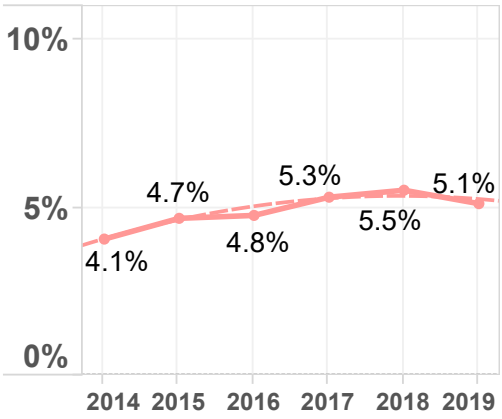
Asian/Pacific Islander



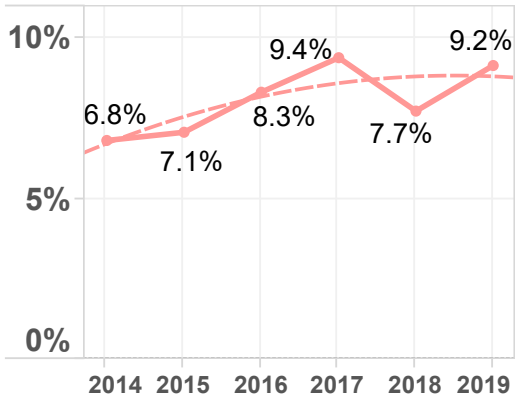
Black



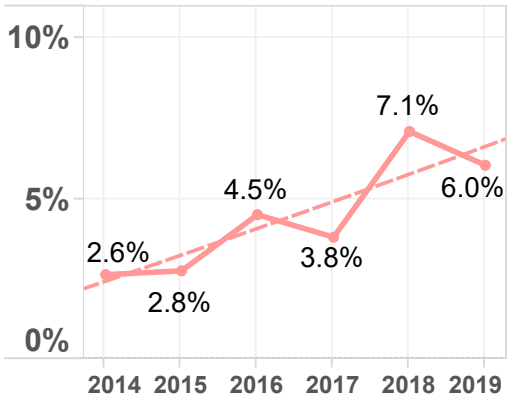
Hispanic



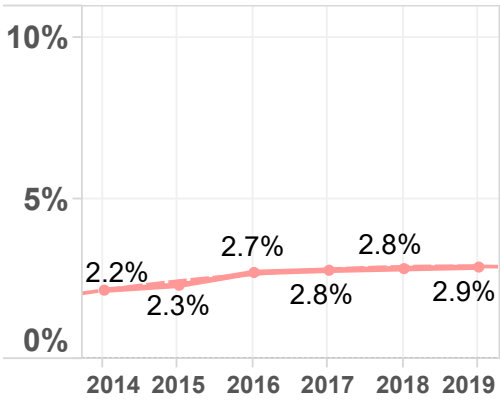
American Indian/Alaskan...



Other



White



NEBRASKA
COMMISSION ON LAW ENFORCEMENT AND CRIMINAL JUSTICE

ALLEGATIONS OF RACIAL PROFILING

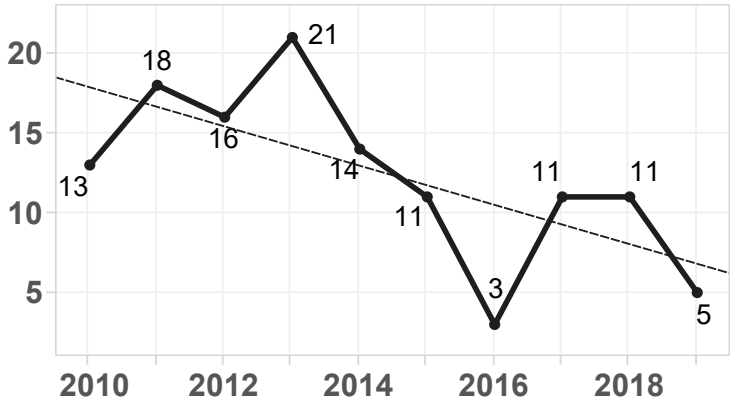
An allegation of racial profiling can originate in various ways. Sometimes a driver will make an accusation at the scene of the stop. Other times the driver, or even a passenger, might contact the agency sometime after the stop to make a complaint. Allegations can also originate from non-traffic interactions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

These allegations are handled formally within each agency and standardized reports are submitted to the NCC in compliance with LB593. During 2019, five allegations were received from four agencies, at least one of which involved a search.

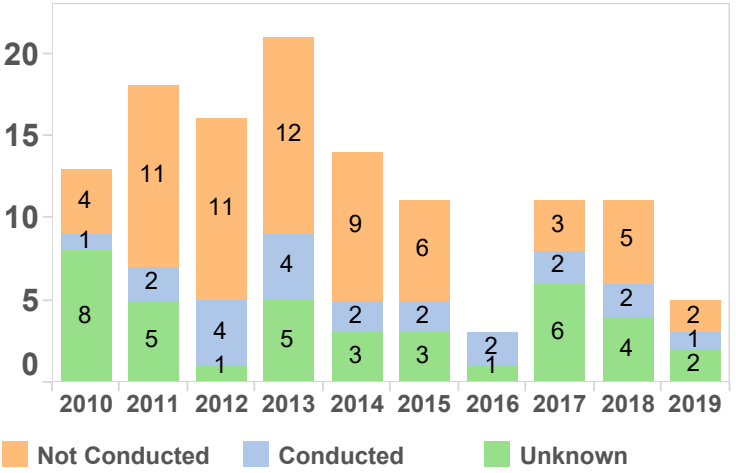
Since 2002, no agency has reported an allegation of racial profiling to be valid; agencies stated officers followed policy or that there were circumstances which made the stops appropriate.

There have also been cases in which the agency was unable to disseminate specific information concerning the disposition of allegations because of policy and the current Labor Agreement.

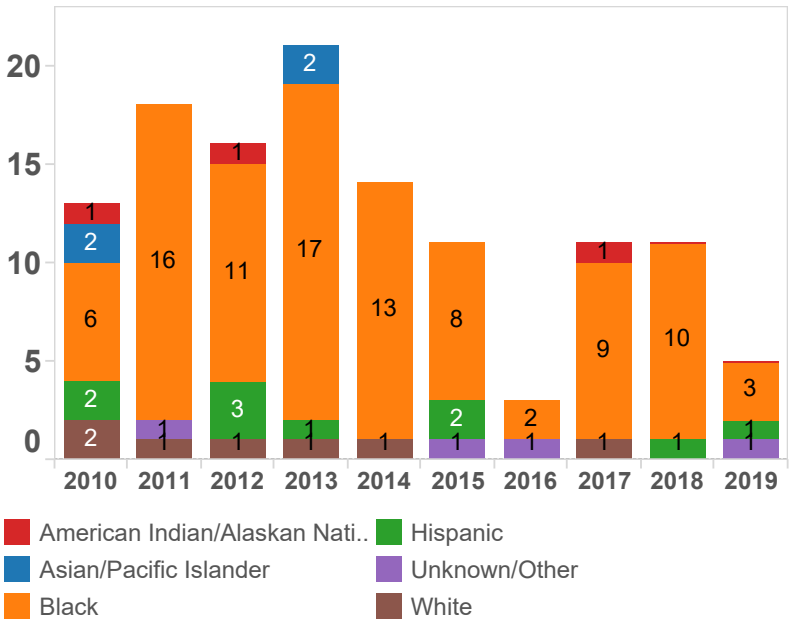
Allegations



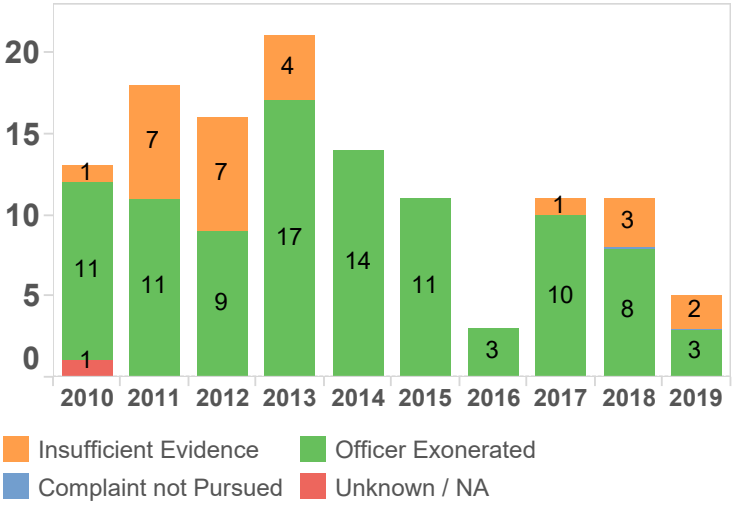
Allegations by Search



Allegations by Race



Allegations by Disposition



COUNTY SPECIFIC DETAILS

The remainder of this report focuses on Nebraska's five most populous counties and the most populous city within each of these counties, broken down by race. County-level data reflect stops reported by all law enforcement agencies within the county. City-level data reflect reports only from the local city police department.

As stated previously, census figures only estimate the resident population and do not account for commuters or Interstate traffic. Nonetheless, local populations provide one measure often used to facilitate discussion regarding the possibility of racial profiling, despite considerable variation throughout the state.

There are vast differences in minority populations by city and county throughout the state. These differences obviously affect daily occurrences for any racial groups in all kinds of activities, including traffic stops. The varying distributions of minority populations across Nebraska significantly affect the contact law enforcement has with these groups. In 2018 for instance, the Black population varied significantly across three levels of analysis within the State of Nebraska: 12.1% in Omaha, 11.0% in Douglas County, and 4.5% across the statewide adult population.

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

Once a traffic stop has been made, there are a variety of actions that can be taken. Research often looks at the handling and disposition of the stop for disparity, which can possibly reflect differences in processing by race. However, it must be noted that multiple factors do exist, and partitioning the effect each factor has cannot be done using the current data collection methods.

Each breakout page includes the traffic stop counts by race so one can compare to the population table -- along with search counts and percentages. Bar charts include percentages referring to proportions for an activity. For instance, one can see what percentage of stops involve a search to give the viewer perspective. Population sizes of minority groups change across years and localities, which have direct effects on disparity calculations, particularly at the county or city level of analysis.

DOUGLAS COUNTY TRAFFIC STOPS

The following two pages reflect traffic stop data only from law enforcement agencies within Douglas County, in addition to the county's largest city, Omaha. The total number of 2019 traffic stops in Douglas County decreased 12.6% compared to 2018.

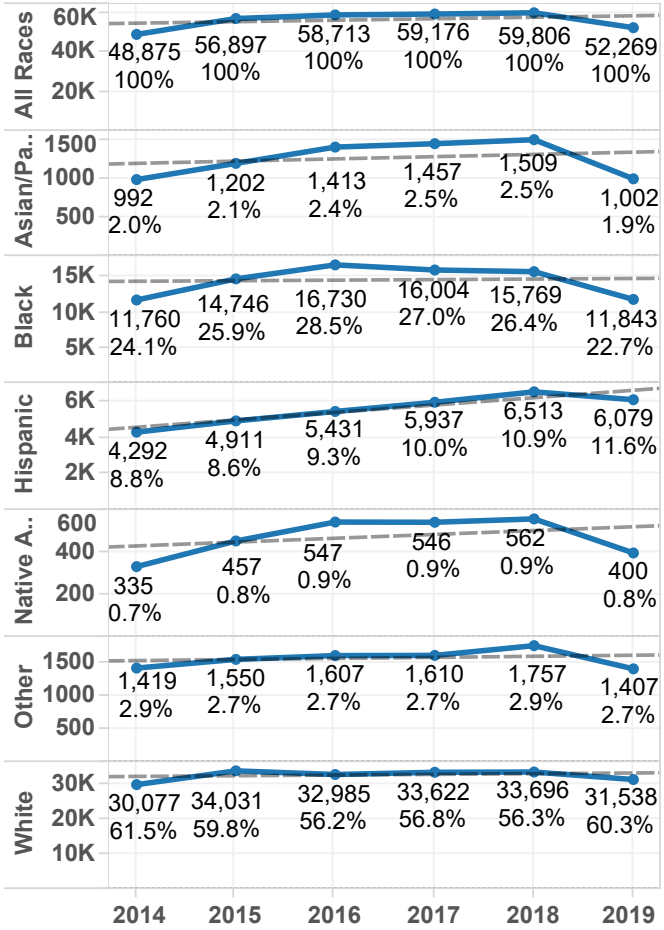
Collectively, 2019 traffic stops data for Douglas County were submitted from the following nine agencies (listed in decreasing order based on their percentage of total stops in the county): Omaha PD (80.7%), Douglas County Sheriff (12.3%), Ralston PD (5.5%), Valley PD (0.7%), Waterloo PD (0.4%), Boys Town PD (0.3%), Bennington PD (< 0.1%), University of Nebraska–Omaha Campus Security PD (< 0.1%), Metro Community College PD (< 0.1%), and Omaha Airport Authority (< 0.1%).

Across all Douglas County agencies, three racial groups had 2019 traffic stop percentages (first value) that overrepresented their population percentages (second value): American Indian/Alaskan Native drivers (0.8% and 0.5%), Black drivers (22.7% and 11.0%), and Other races (2.7% and 2.4%).

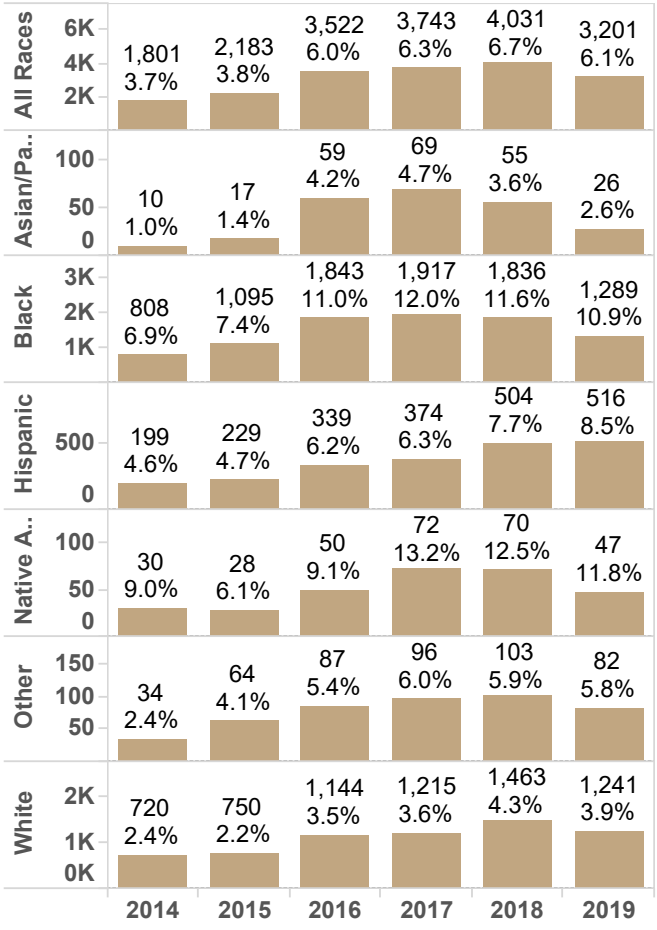
On average (across all races), searches were conducted in 6.1% of all 2019 traffic stops from Douglas County agencies. With respect to race, search percentages were higher than average for American Indian/Alaskan Native (11.8%), Black (10.9%), and Hispanic (8.5%) drivers.

TRAFFIC STOP REPORT DATA (DOUGLAS CO)

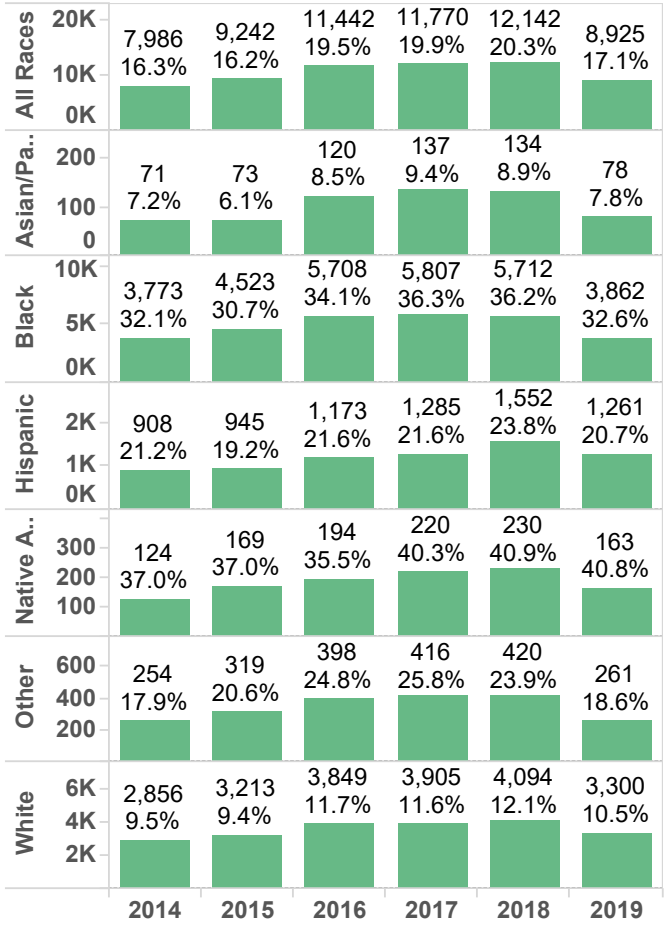
TRAFFIC STOP TREND LINES BY RACE



TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE



TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE



COUNTY POPULATION

	2014	2015	2016	2017	2018	2019
American India..	0.4%	0.4%	0.4%	0.4%	0.3%	0.5%
Asian	2.8%	2.9%	3.2%	3.3%	3.5%	4.2%
Black	11.2%	11.1%	11.1%	11.0%	10.9%	11.0%
Hispanic	11.3%	11.6%	11.8%	12.0%	12.2%	12.8%
Other	2.5%	2.6%	2.5%	2.7%	2.8%	2.4%
White	71.7%	71.4%	71.0%	70.6%	70.2%	69.1%

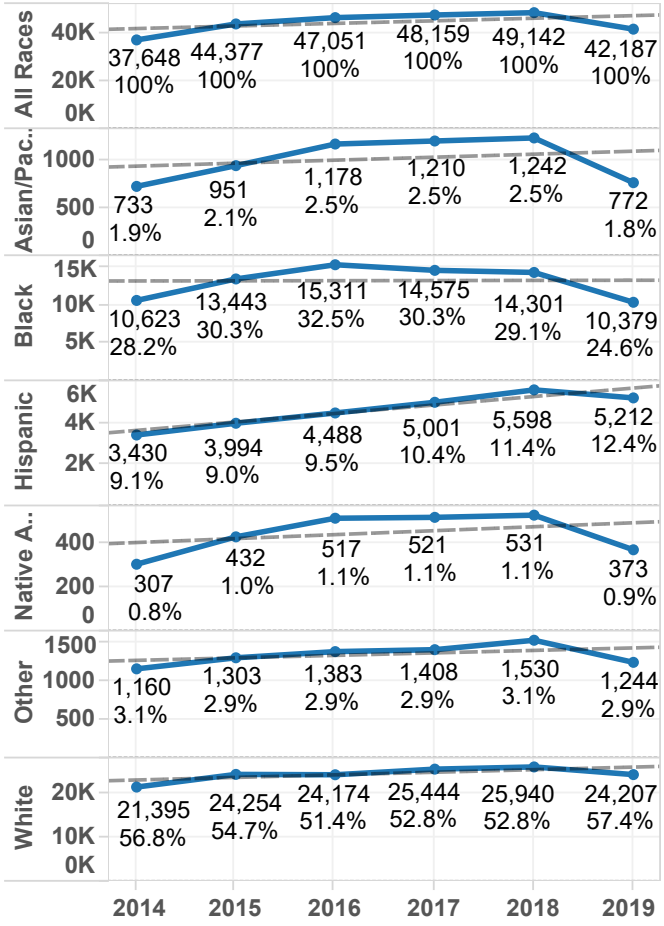
DATA SUBMISSION COUNT

	2014 Q1	2014 Q2	2014 Q3	2014 Q4	2015 Q1	2015 Q2	2015 Q3	2015 Q4	2016 Q1	2016 Q2	2016 Q3	2016 Q4	2017 Q1	2017 Q2	2017 Q3	2017 Q4	2018 Q1	2018 Q2	2018 Q3	2018 Q4	2019 Q1	2019 Q2	2019 Q3	2019 Q4
DOUGLAS CO SO OMAHA	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
OMAHA PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
RALSTON PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
VALLEY PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
BOYS TOWN PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
BENNINGTON PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
WATERLOO PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
UNIV OF NEBRASKA CA..													1	1	1	1	1	1	1	1	1	1	1	1
OMAHA AIRPORT	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
MCC	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Grand Total	9	9	9	9	9	9	9	9	9	9	9	9	#	#	#	#	#	#	#	#	#	#	#	#

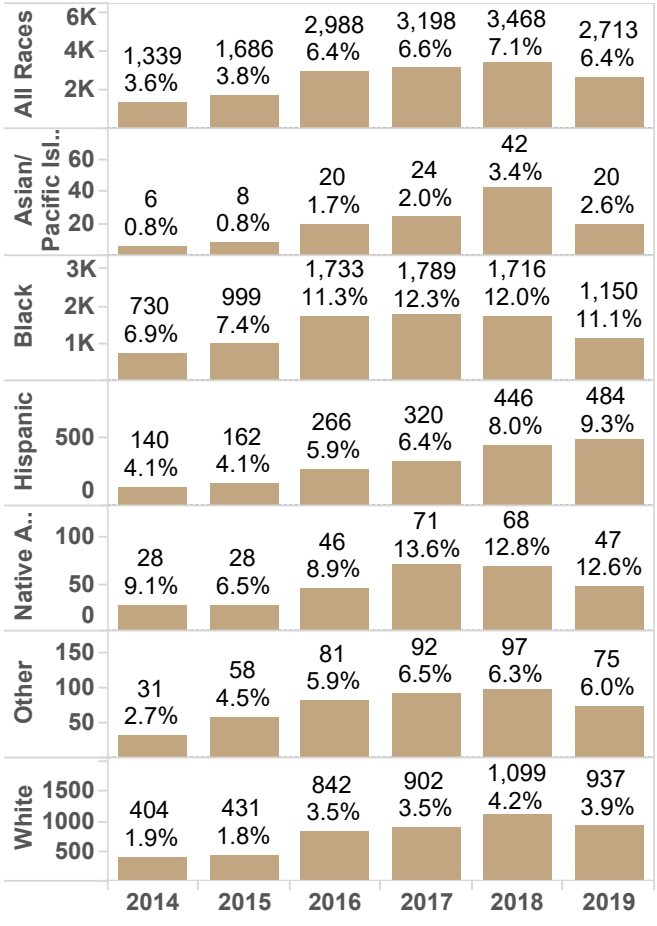
Produced by the Nebraska Crime Commission

TRAFFIC STOP REPORT DATA (OMAHA PD)

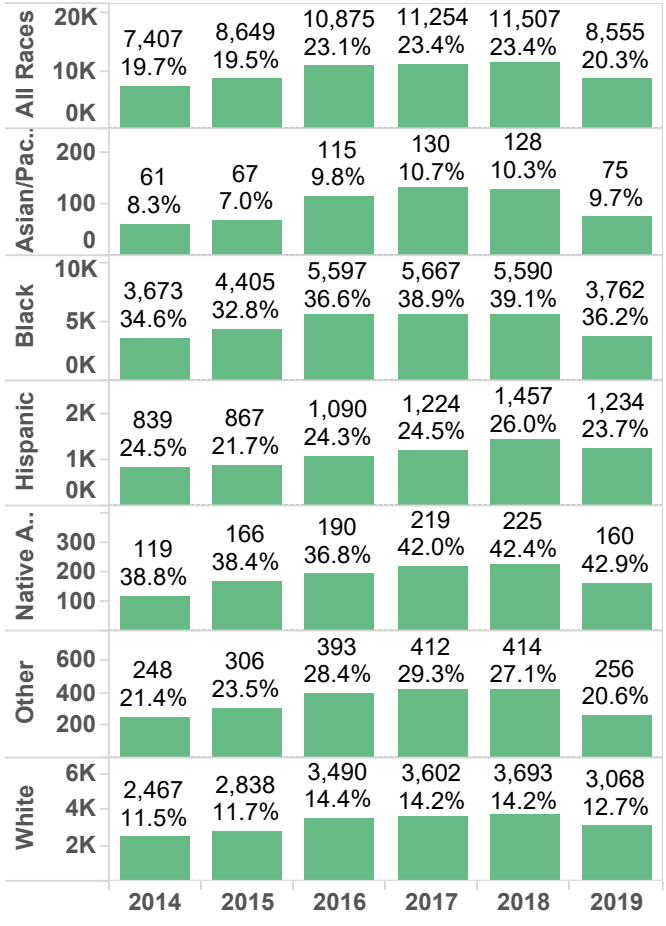
TRAFFIC STOP TREND LINES BY RACE



TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE



TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE



CITY POPULATION

	2014	2015	2016	2017	2018	2019
American India..	0.5%	0.4%	0.4%	0.4%	0.4%	0.4%
Asian	2.6%	2.8%	3.1%	3.2%	3.5%	3.5%
Black	12.9%	12.7%	12.7%	12.5%	12.1%	12.1%
Hispanic	13.1%	13.3%	13.7%	13.8%	13.7%	13.7%
Other	2.7%	2.7%	2.6%	2.8%	2.9%	2.9%
White	68.2%	68.2%	67.6%	67.2%	67.4%	67.4%

DATA SUBMISSION COUNT

	2014 Q1	2014 Q2	2014 Q3	2014 Q4	2015 Q1	2015 Q2	2015 Q3	2015 Q4	2016 Q1	2016 Q2	2016 Q3	2016 Q4	2017 Q1	2017 Q2	2017 Q3	2017 Q4	2018 Q1	2018 Q2	2018 Q3	2018 Q4	2019 Q1	2019 Q2	2019 Q3	2019 Q4
OMAHA PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Grand Total	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Produced by the Nebraska Crime Commission

LANCASTER COUNTY TRAFFIC STOPS

The following two pages reflect traffic stop data only from law enforcement agencies within Lancaster County, in addition to the county's largest city, Lincoln. The total number of 2019 traffic stops in Lancaster County increased 0.7% compared to 2018.

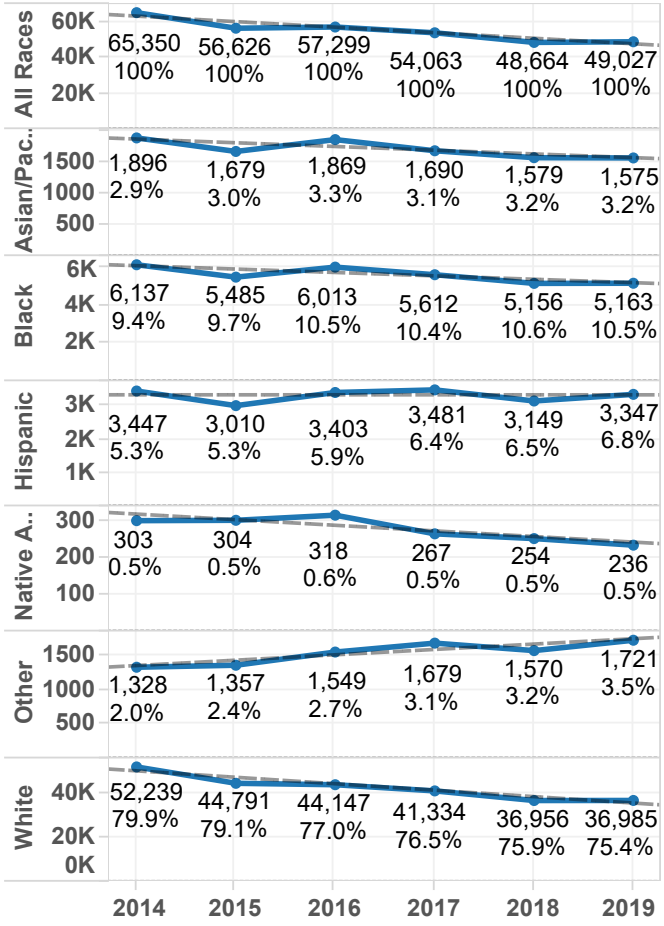
Collectively, 2019 traffic stops data for Lancaster County were submitted from the following four agencies (listed in decreasing order based on their percentage of total stops in the county): Lincoln PD (87.9%), Lancaster County SO (9.4%), University of Nebraska–Lincoln Campus PD (2.7%), and Lincoln Airport PD (< 0.1%).

Across all Lancaster County agencies, three racial groups had 2019 traffic stop percentages (first value) that overrepresented their population percentages (second value): Black (10.5% and 4.0%) and Other (3.5% and 2.6%) drivers.

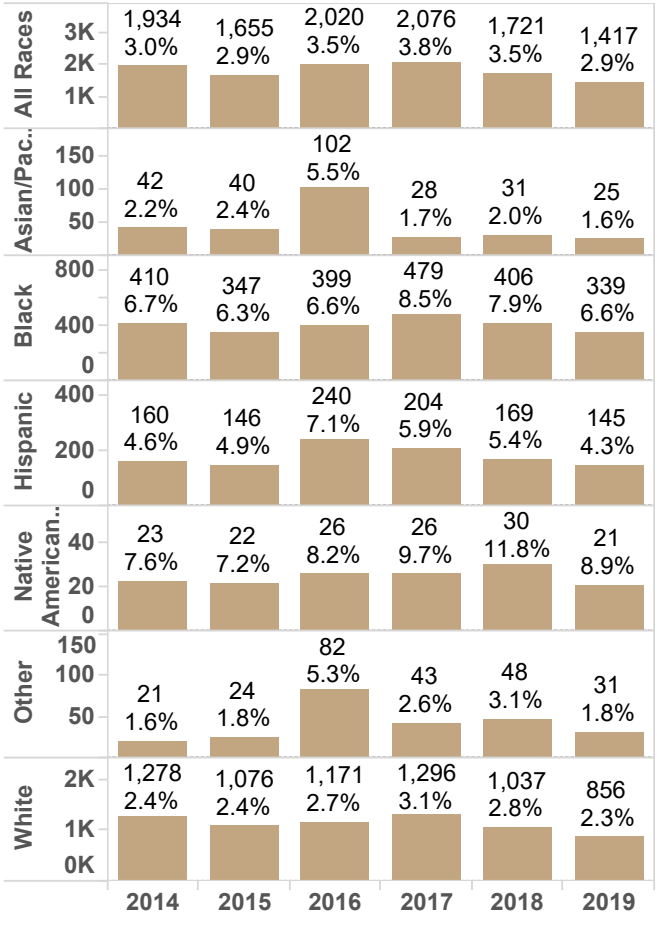
On average (across all races), searches were conducted in 2.9% of all 2019 traffic stops from Lancaster County agencies. With respect to race, search percentages were observed to be higher than average for American Indian/Alaskan Native (8.9%), Black (6.6%), and Hispanic (4.3%) drivers.

TRAFFIC STOP REPORT DATA (LANCASTER CO)

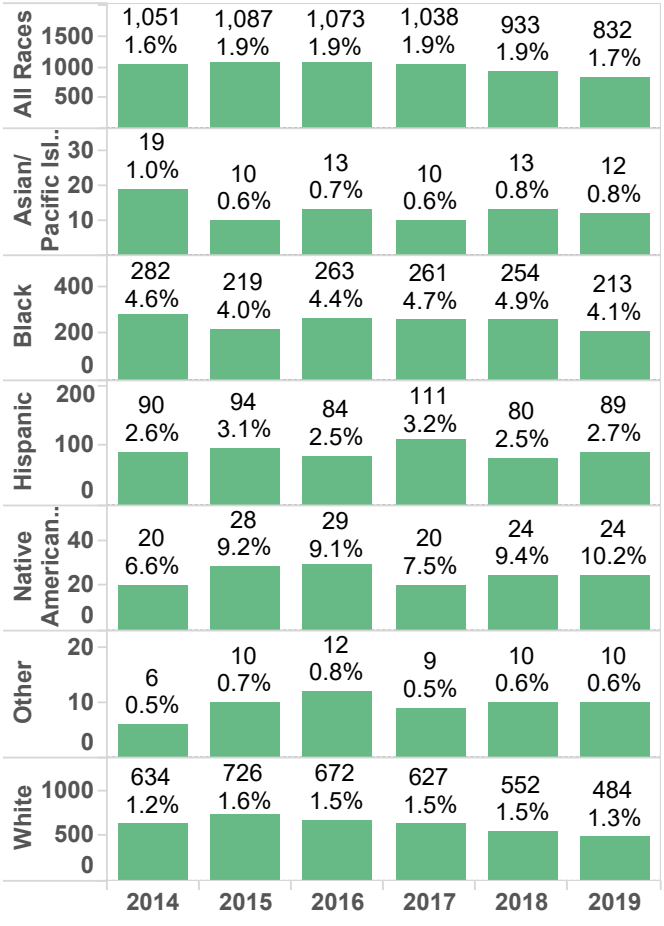
TRAFFIC STOP TREND LINES BY RACE



TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE



TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE



COUNTY POPULATION

	2014	2015	2016	2017	2018	2019
American India..	0.5%	0.4%	0.4%	0.4%	0.4%	0.6%
Asian	3.8%	4.0%	4.1%	4.1%	4.3%	4.8%
Black	3.6%	3.7%	3.8%	3.8%	3.9%	4.0%
Hispanic	6.0%	6.2%	6.4%	6.5%	6.7%	7.2%
Other	2.0%	2.1%	2.2%	2.5%	2.6%	2.6%
White	84.0%	83.6%	83.1%	82.7%	82.1%	80.8%

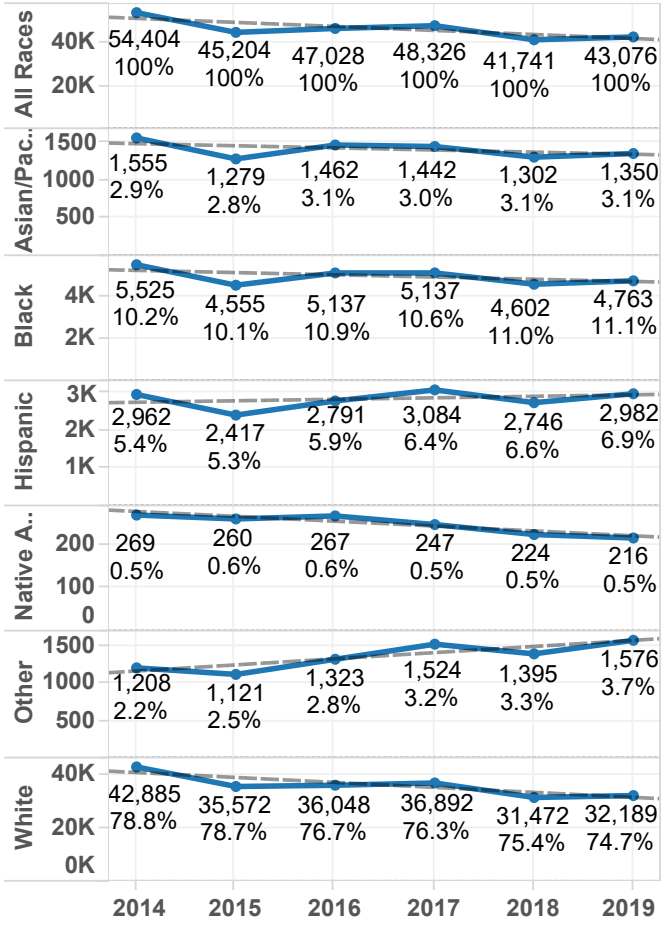
DATA SUBMISSION COUNT

	2014 Q1	2014 Q2	2014 Q3	2014 Q4	2015 Q1	2015 Q2	2015 Q3	2015 Q4	2016 Q1	2016 Q2	2016 Q3	2016 Q4	2017 Q1	2017 Q2	2017 Q3	2017 Q4	2018 Q1	2018 Q2	2018 Q3	2018 Q4	2019 Q1	2019 Q2	2019 Q3	2019 Q4
LANCASTER CO SO LINCOLN	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LINCOLN PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LINCOLN AIRPORT POLICE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
UNL	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Grand Total	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4

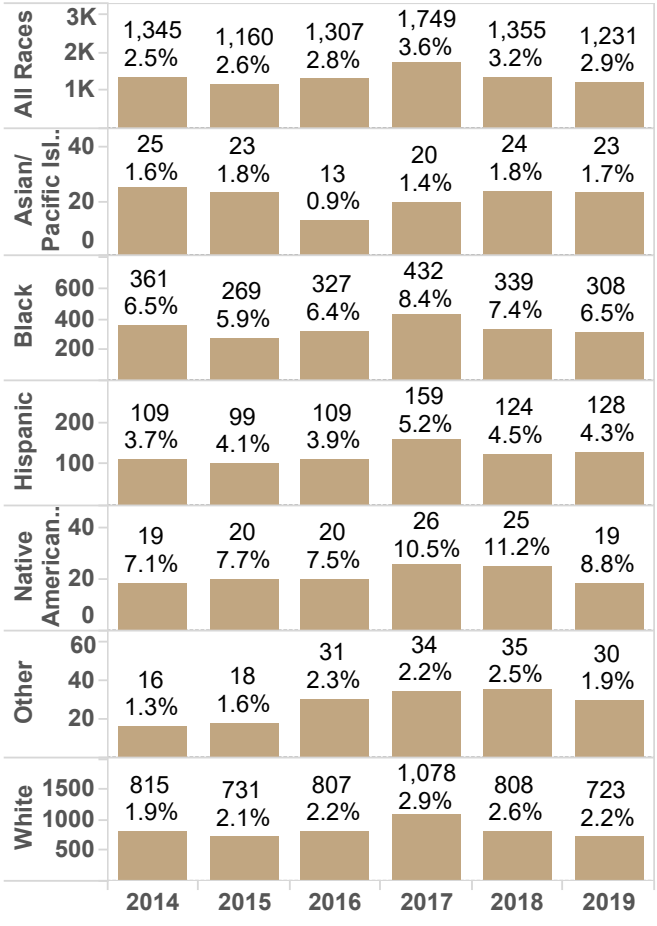
Produced by the Nebraska Crime Commission

TRAFFIC STOP REPORT DATA (LINCOLN PD)

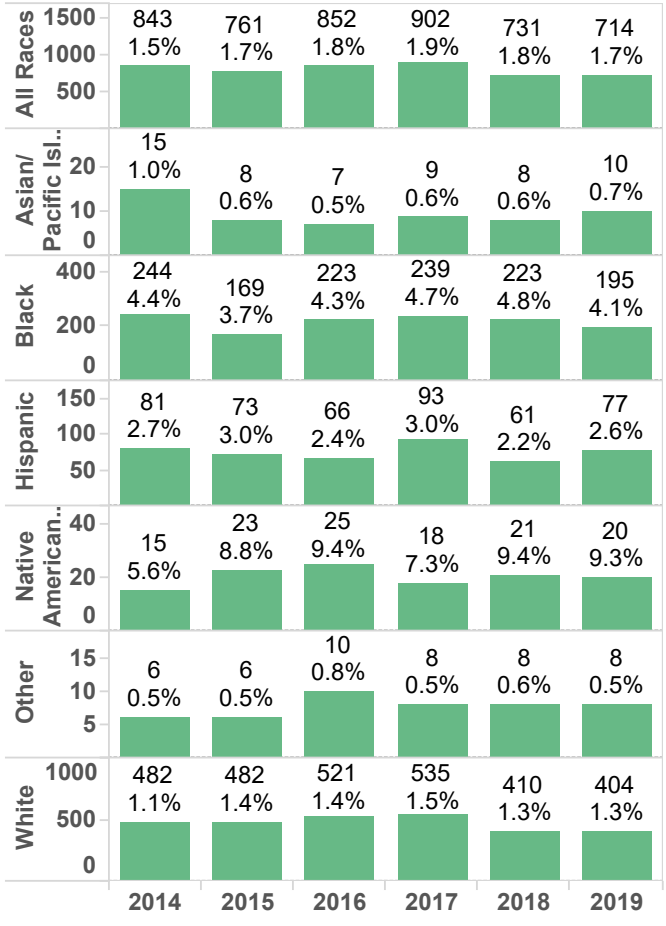
TRAFFIC STOP TREND LINES BY RACE



TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE



TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE



CITY POPULATION

	2014	2015	2016	2017	2018	2019
American India..	0.6%	0.4%	0.5%	0.4%	0.5%	0.5%
Asian	4.1%	4.3%	4.4%	4.5%	4.7%	4.7%
Black	3.9%	4.0%	4.1%	4.1%	4.3%	4.3%
Hispanic	6.4%	6.7%	6.9%	7.1%	7.3%	7.3%
Other	2.1%	2.2%	2.4%	2.7%	2.8%	2.8%
White	82.8%	82.3%	81.7%	81.2%	80.6%	80.6%

DATA SUBMISSION COUNT

	2014 Q1	2014 Q2	2014 Q3	2014 Q4	2015 Q1	2015 Q2	2015 Q3	2015 Q4	2016 Q1	2016 Q2	2016 Q3	2016 Q4	2017 Q1	2017 Q2	2017 Q3	2017 Q4	2018 Q1	2018 Q2	2018 Q3	2018 Q4	2019 Q1	2019 Q2	2019 Q3	2019 Q4
LINCOLN PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Grand Total	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Produced by the Nebraska Crime Commission

SARPY COUNTY TRAFFIC STOPS

The following two pages reflect traffic stop data only from law enforcement agencies within Sarpy County, in addition to the county's largest city, Bellevue. The total number of 2019 traffic stops in Sarpy County increased 4.3% compared to 2018.

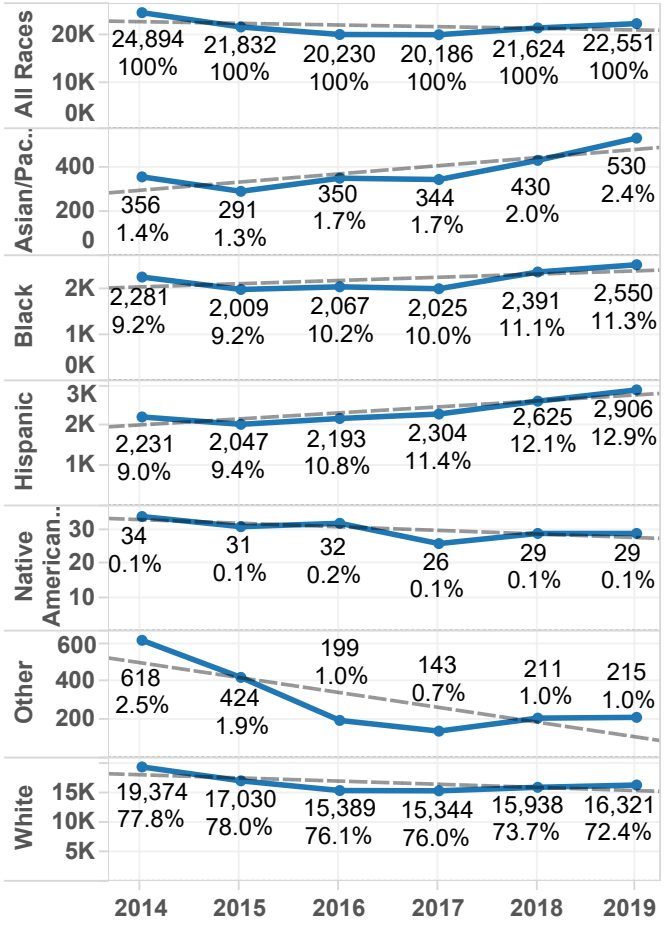
Collectively, 2019 traffic stops data for Sarpy County were submitted from four agencies (listed in decreasing order based on their percentage of total stops in the county): Bellevue PD (48.7%), Sarpy County SO (26.1%), Papillion PD (15.9%), and La VIsta PD (9.4%).

Across all Sarpy County agencies, two racial groups had 2019 traffic stop percentages (first value) that overrepresented their population percentages (second value): Black (11.3% and 3.9%) and Hispanic (12.9% and 9.8%) drivers.

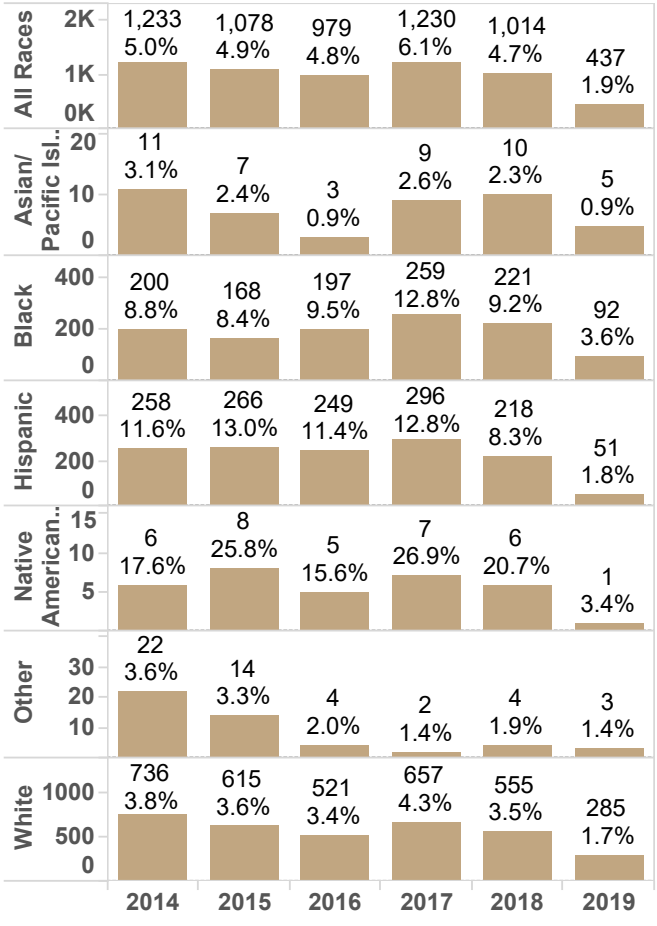
On average (across all races), searches were conducted in 1.9% of all 2019 traffic stops from Sarpy County agencies. With respect to race, search percentages were higher than average for Black (3.6%) drivers.

TRAFFIC STOP REPORT DATA (SARPY CO)

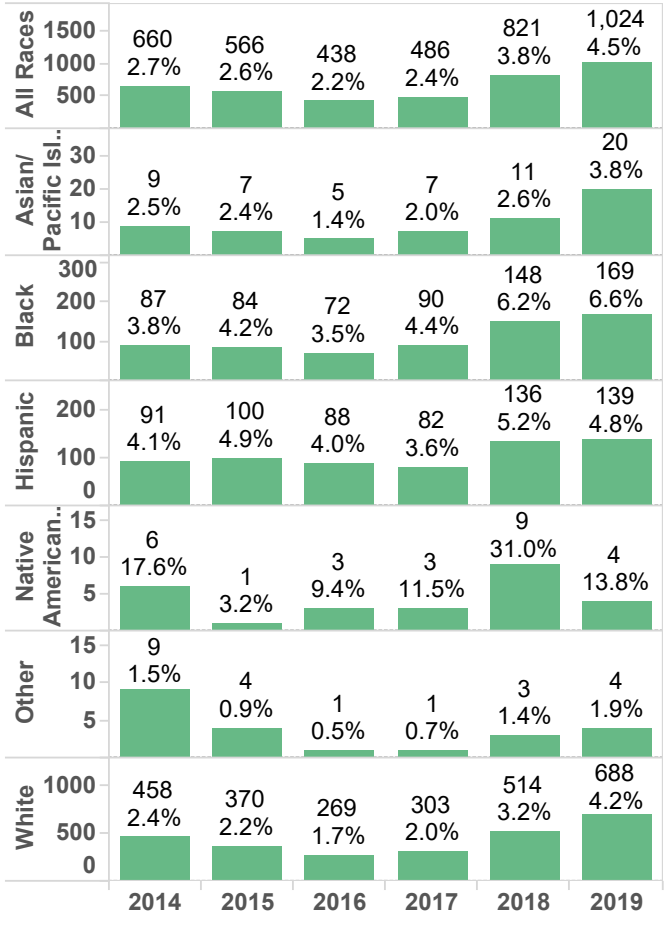
TRAFFIC STOP TREND LINES BY RACE



TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE



TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE



COUNTY POPULATION

	2014	2015	2016	2017	2018	2019
American India..	0.3%	0.3%	0.4%	0.3%	0.3%	0.4%
Asian	2.0%	2.0%	2.2%	2.4%	2.6%	2.6%
Black	3.9%	4.0%	3.9%	3.7%	3.7%	3.9%
Hispanic	7.6%	7.9%	8.1%	8.4%	8.7%	9.8%
Other	2.8%	2.8%	2.7%	2.9%	2.9%	2.8%
White	83.4%	83.0%	82.6%	82.3%	81.8%	80.5%

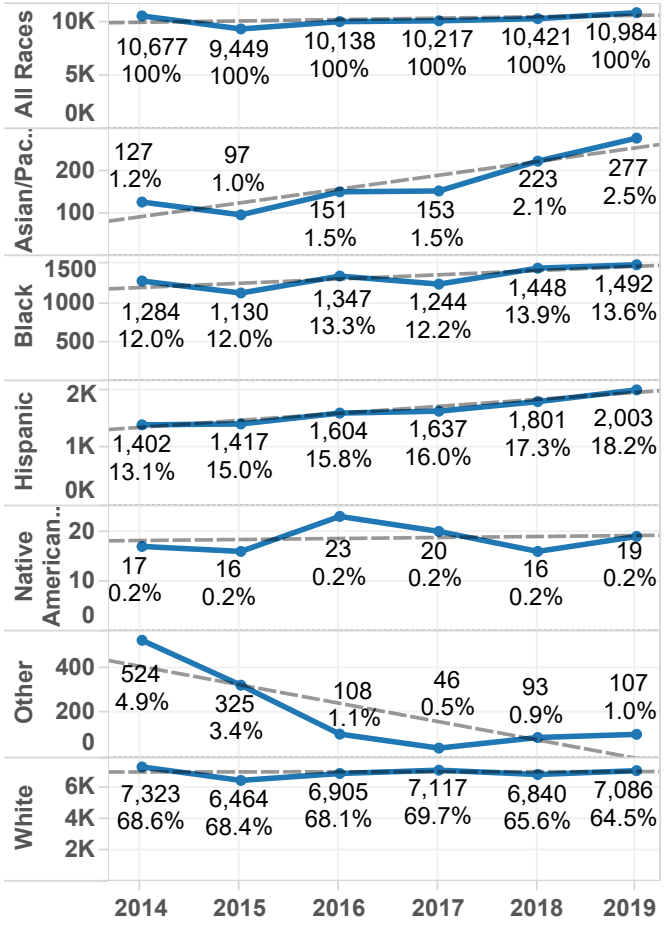
DATA SUBMISSION COUNT

	2014 Q1	2014 Q2	2014 Q3	2014 Q4	2015 Q1	2015 Q2	2015 Q3	2015 Q4	2016 Q1	2016 Q2	2016 Q3	2016 Q4	2017 Q1	2017 Q2	2017 Q3	2017 Q4	2018 Q1	2018 Q2	2018 Q3	2018 Q4	2019 Q1	2019 Q2	2019 Q3	2019 Q4
SARPY CO SO PAPILLION	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
BELLEVUE PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
PAPILLION PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LA VISTA PD OMAHA	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Grand Total	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4

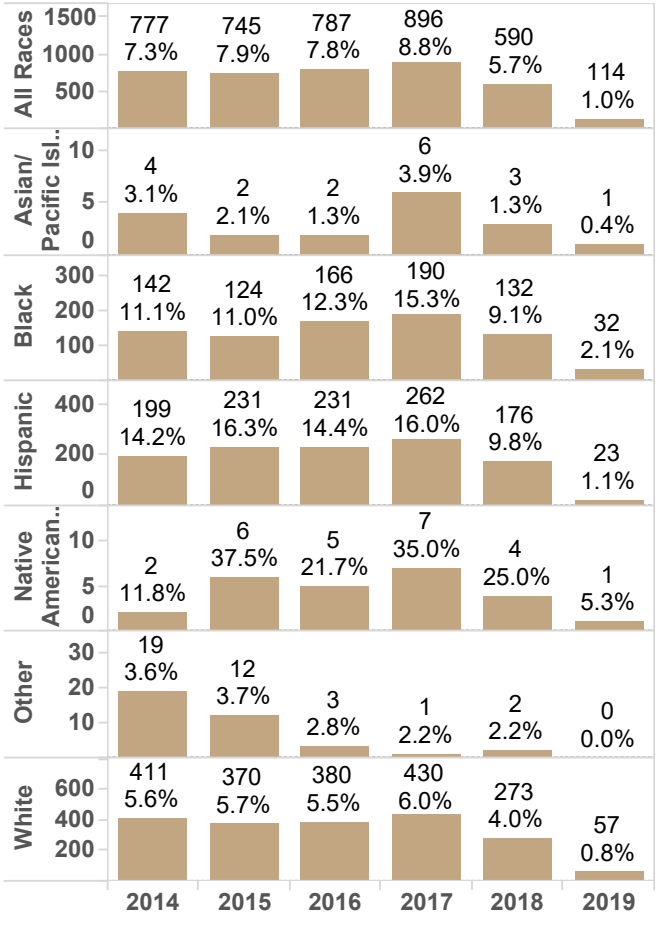
Produced by the Nebraska Crime Commission

TRAFFIC STOP REPORT DATA (BELLEVUE PD)

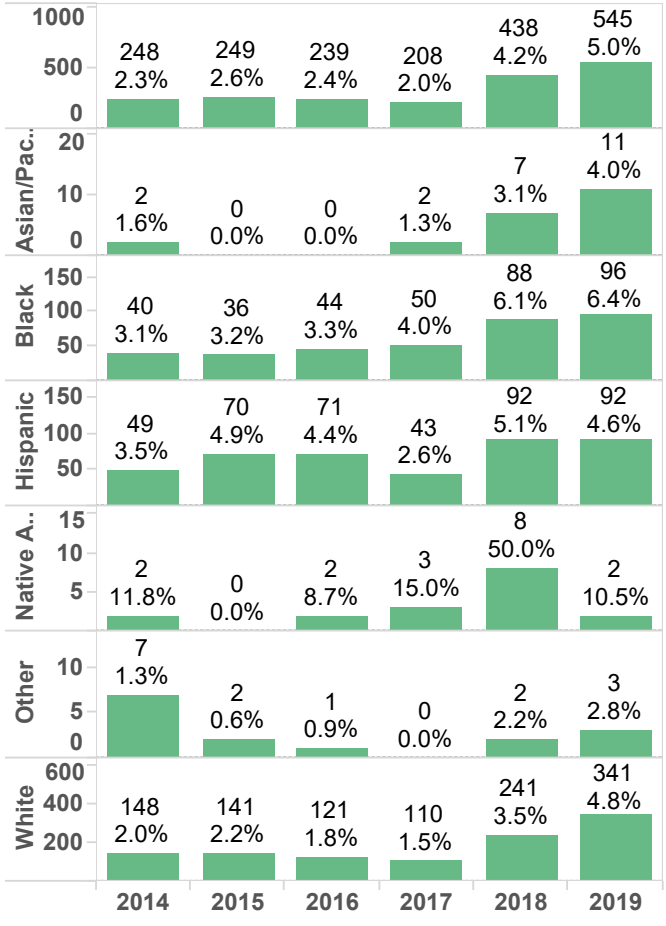
TRAFFIC STOP TREND LINES BY RACE



TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE



TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE



CITY POPULATION

	2014	2015	2016	2017	2018	2019
American India..	0.6%	0.6%	0.6%	0.5%	0.4%	0.4%
Asian	2.0%	2.4%	2.7%	2.9%	3.1%	3.1%
Black	6.3%	6.5%	6.4%	6.3%	6.4%	6.4%
Hispanic	13.7%	13.4%	14.1%	14.6%	15.7%	15.7%
Other	3.1%	3.0%	2.9%	3.2%	3.4%	3.4%
White	74.3%	74.1%	73.2%	72.6%	71.1%	71.1%

DATA SUBMISSION COUNT

	2014 Q1	2014 Q2	2014 Q3	2014 Q4	2015 Q1	2015 Q2	2015 Q3	2015 Q4	2016 Q1	2016 Q2	2016 Q3	2016 Q4	2017 Q1	2017 Q2	2017 Q3	2017 Q4	2018 Q1	2018 Q2	2018 Q3	2018 Q4	2019 Q1	2019 Q2	2019 Q3	2019 Q4
BELLEVUE PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Grand Total	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Produced by the Nebraska Crime Commission

HALL COUNTY TRAFFIC STOPS

The following two pages reflect traffic stop data only from law enforcement agencies within Hall County, in addition to the county's largest city, Grand Island. The total number of 2019 traffic stops in Hall County decreased 1.7% compared to 2018.

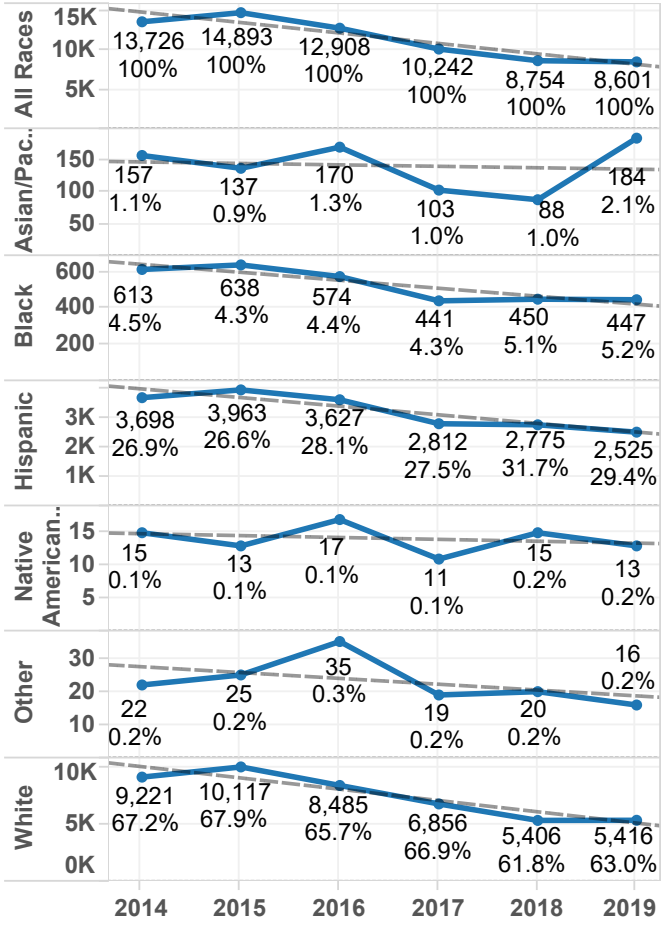
Collectively, 2019 traffic stops data for Hall County were submitted from two agencies: Grand Island PD (70.5%) and Hall County SO (29.5%).

Combining both Hall County agencies, three racial groups had 2019 traffic stop percentages (first value) that overrepresented their population percentages (second value): Black (5.2% and 3.1%), Hispanic (29.4% and 28.5%), and Asian/Pacific Islander (2.1% and 1.3%) drivers.

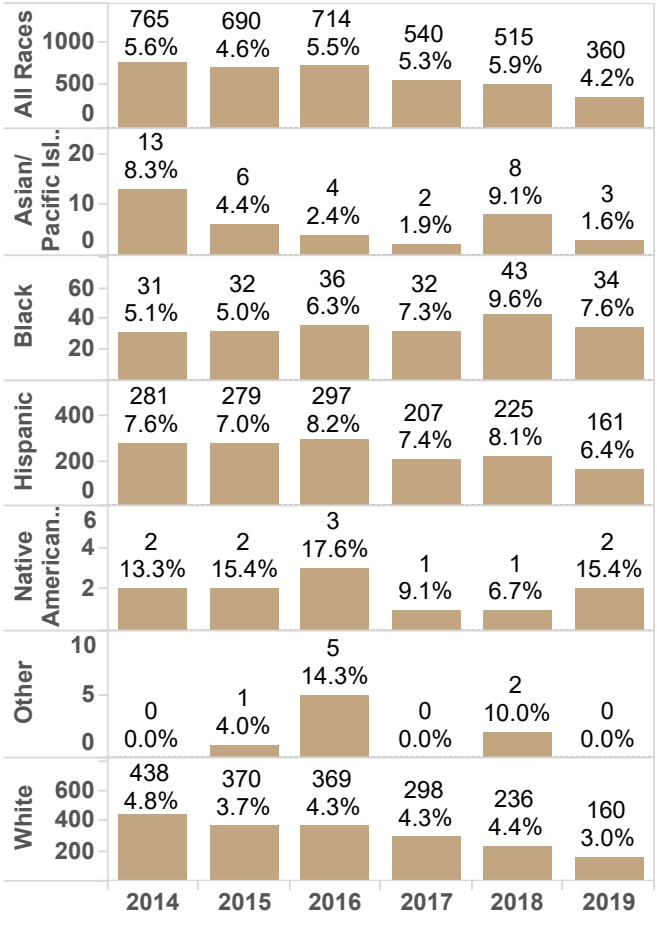
On average (across all races), searches were conducted in 4.2% of all 2019 traffic stops from Hall County agencies. With respect to race, search percentages were higher than average for Hispanic (6.4%) and Black (7.6%) drivers.

TRAFFIC STOP REPORT DATA (HALL CO)

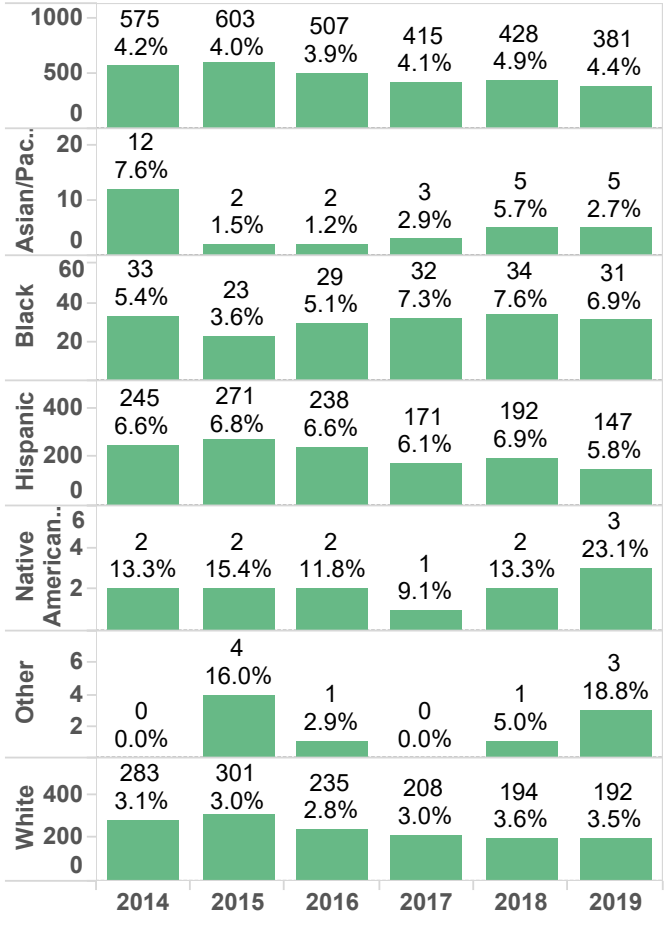
TRAFFIC STOP TREND LINES BY RACE



TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE



TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE



COUNTY POPULATION

	2014	2015	2016	2017	2018	2019
American India..	0.4%	0.4%	0.4%	0.3%	0.3%	0.4%
Asian	1.1%	1.1%	1.0%	1.2%	1.4%	1.3%
Black	1.9%	2.1%	2.1%	2.1%	2.2%	3.1%
Hispanic	24.2%	24.9%	25.5%	26.1%	26.8%	28.5%
Other	0.9%	0.9%	1.2%	1.4%	1.3%	1.1%
White	71.5%	70.5%	69.8%	68.9%	68.0%	65.7%

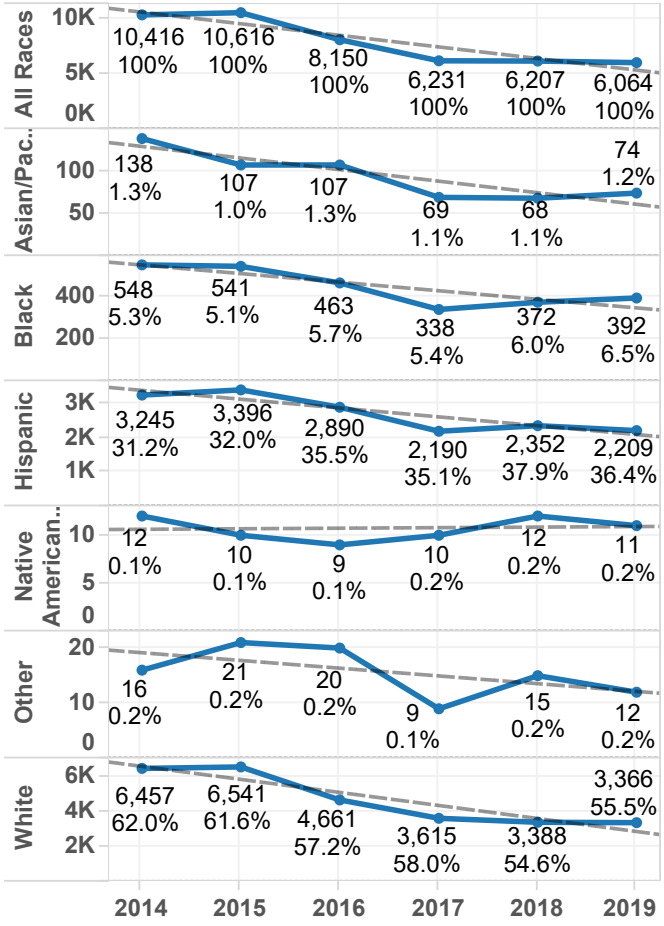
DATA SUBMISSION COUNT

	2014 Q1	2014 Q2	2014 Q3	2014 Q4	2015 Q1	2015 Q2	2015 Q3	2015 Q4	2016 Q1	2016 Q2	2016 Q3	2016 Q4	2017 Q1	2017 Q2	2017 Q3	2017 Q4	2018 Q1	2018 Q2	2018 Q3	2018 Q4	2019 Q1	2019 Q2	2019 Q3	2019 Q4
HALL CO SO GRAND ISLAND	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
GRAND ISLAND PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Grand Total	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

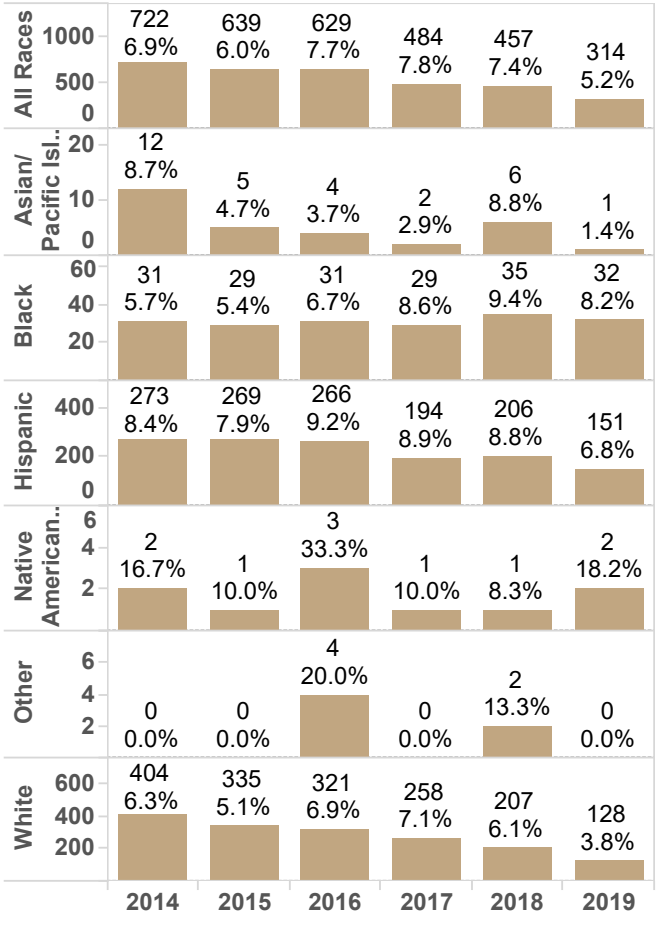
Produced by the Nebraska Crime Commission

TRAFFIC STOP REPORT DATA (GRAND ISLAND PD)

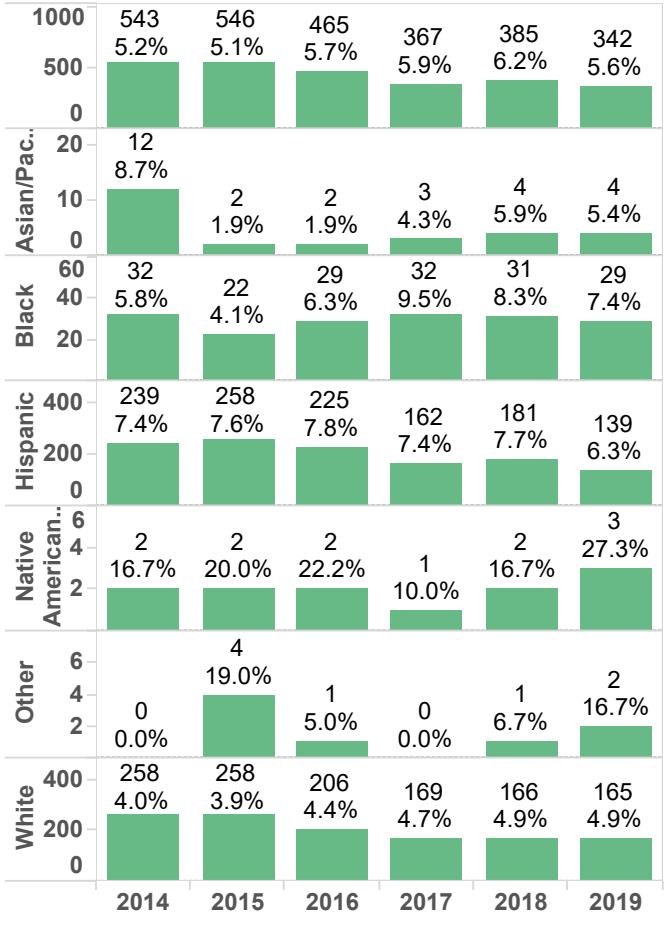
TRAFFIC STOP TREND LINES BY RACE



TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE



TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE



CITY POPULATION

	2014	2015	2016	2017	2018	2019
American India..	0.4%	0.5%	0.4%	0.3%	0.4%	0.4%
Asian	1.2%	1.3%	1.2%	1.4%	1.6%	1.6%
Black	2.2%	2.4%	2.4%	2.5%	2.6%	2.6%
Hispanic	27.4%	28.0%	29.0%	29.6%	30.2%	30.2%
Other	0.9%	1.0%	1.2%	1.5%	1.3%	1.3%
White	67.9%	66.9%	65.8%	64.8%	64.0%	64.0%

DATA SUBMISSION COUNT

	2014 Q1	2014 Q2	2014 Q3	2014 Q4	2015 Q1	2015 Q2	2015 Q3	2015 Q4	2016 Q1	2016 Q2	2016 Q3	2016 Q4	2017 Q1	2017 Q2	2017 Q3	2017 Q4	2018 Q1	2018 Q2	2018 Q3	2018 Q4	2019 Q1	2019 Q2	2019 Q3	2019 Q4
GRAND ISLAND PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Grand Total	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Produced by the Nebraska Crime Commission

BUFFALO COUNTY TRAFFIC STOPS

The following two pages reflect traffic stop data only from law enforcement agencies within Buffalo County, in addition to the county's largest city, Kearney. The total number of 2019 traffic stops in Buffalo County decreased 25.0% compared to 2018.

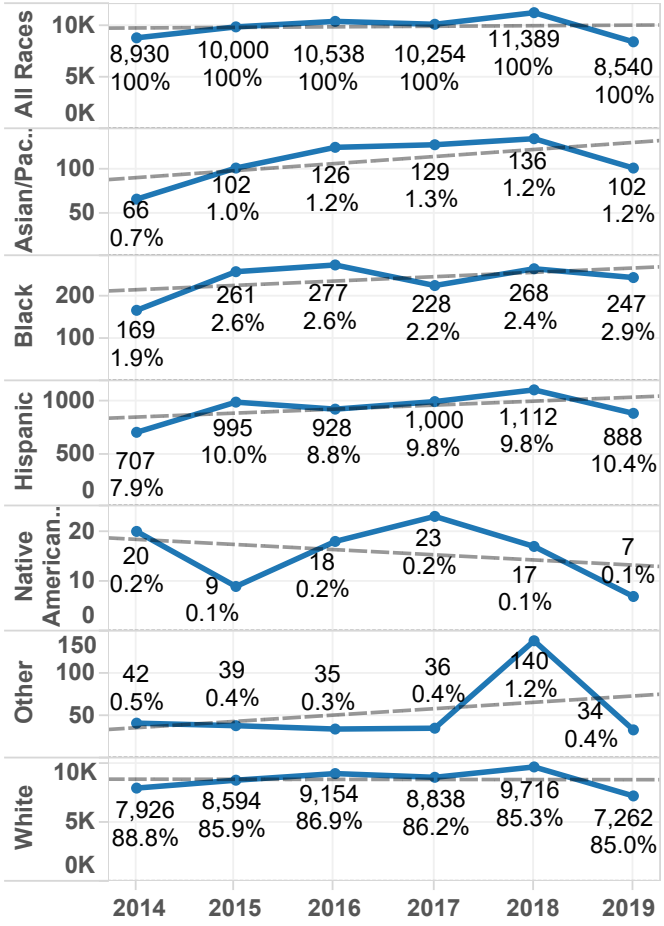
Collectively, 2019 traffic stops data for Buffalo County were submitted from five agencies (listed in decreasing order based on their percentage of total stops in the county): Kearney PD (66.5%), Buffalo County SO (22.1%), University of Nebraska–Kearney Campus PD (4.7%), Shelton PD (3.5%), and Ravenna PD (3.2%).

Across all Buffalo County agencies, two racial groups had 2019 traffic stop percentages (first value) that overrepresented their population percentages (second value): Black (2.9% and 1.1%) and Hispanic (10.4% and 9.2%) drivers.

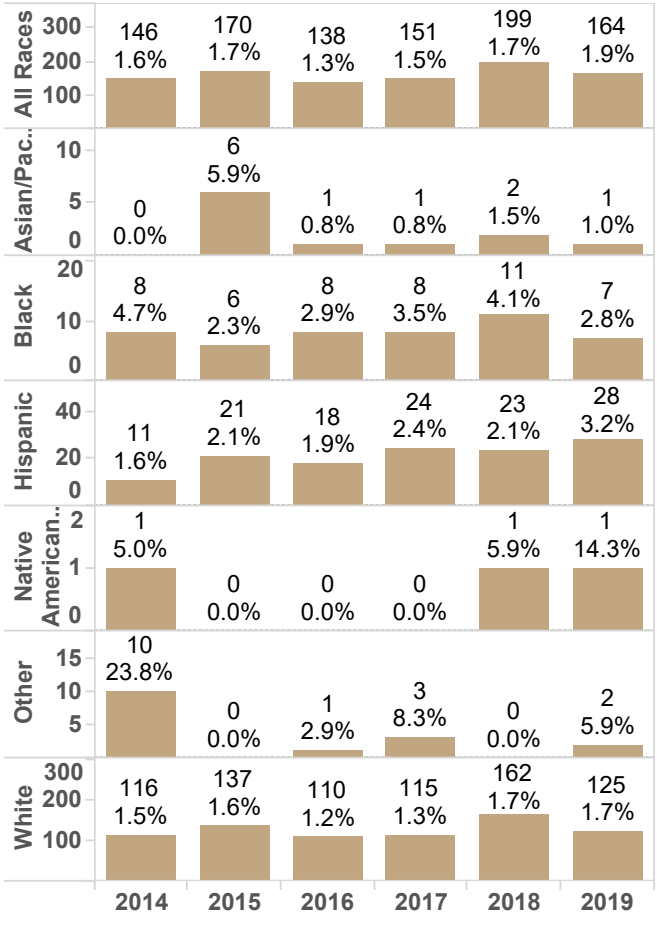
On average (across all races), searches were conducted in 1.9% of all 2019 traffic stops from Buffalo County agencies. With respect to race, search percentages were higher than average for Black (2.8%) and Hispanic (3.2%) drivers.

TRAFFIC STOP REPORT DATA (BUFFALO CO)

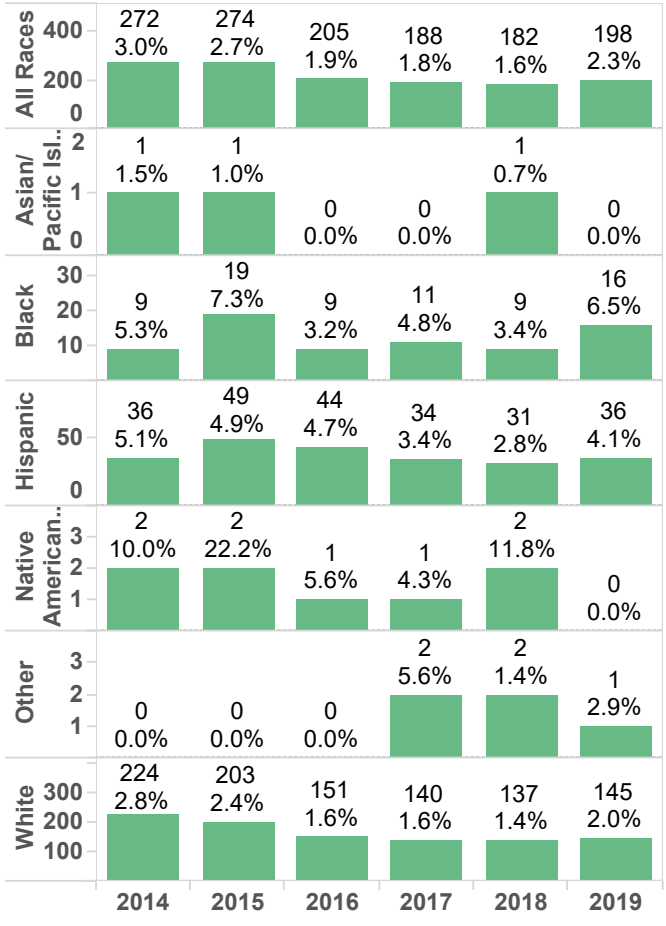
TRAFFIC STOP TREND LINES BY RACE



TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE



TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE



COUNTY POPULATION

	2014	2015	2016	2017	2018	2019
American India..	0.1%	0.1%	0.2%	0.2%	0.1%	0.3%
Asian	1.1%	1.2%	1.2%	1.3%	1.3%	1.7%
Black	0.8%	0.9%	1.1%	0.8%	1.1%	1.1%
Hispanic	7.8%	8.0%	8.3%	8.4%	8.7%	9.2%
Other	1.5%	1.5%	1.3%	1.5%	1.4%	1.2%
White	88.7%	88.2%	87.9%	87.7%	87.4%	86.5%

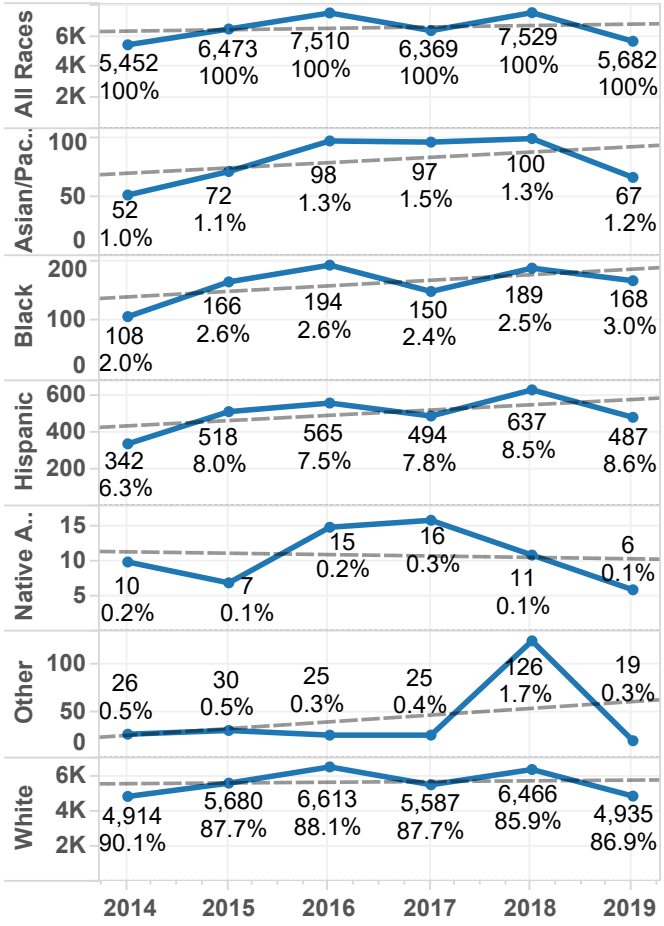
DATA SUBMISSION COUNT

	2014 Q1	2014 Q2	2014 Q3	2014 Q4	2015 Q1	2015 Q2	2015 Q3	2015 Q4	2016 Q1	2016 Q2	2016 Q3	2016 Q4	2017 Q1	2017 Q2	2017 Q3	2017 Q4	2018 Q1	2018 Q2	2018 Q3	2018 Q4	2019 Q1	2019 Q2	2019 Q3	2019 Q4
BUFFALO CO SO KEARN..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
KEARNEY PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
RAVENNA PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
SHELTON PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
UNK	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Grand Total	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5

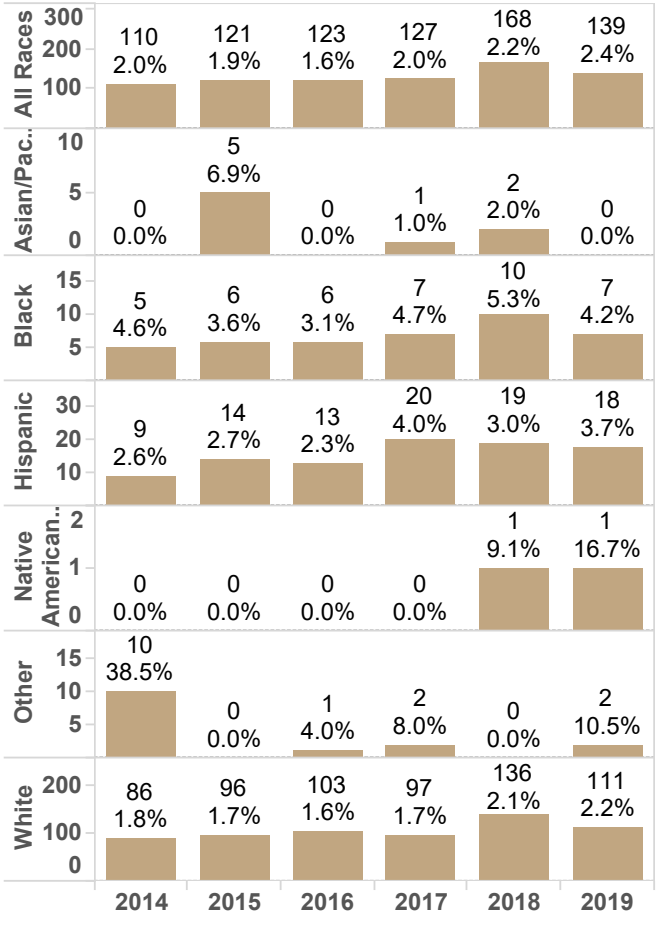
Produced by the Nebraska Crime Commission

TRAFFIC STOP REPORT DATA (KEARNEY PD)

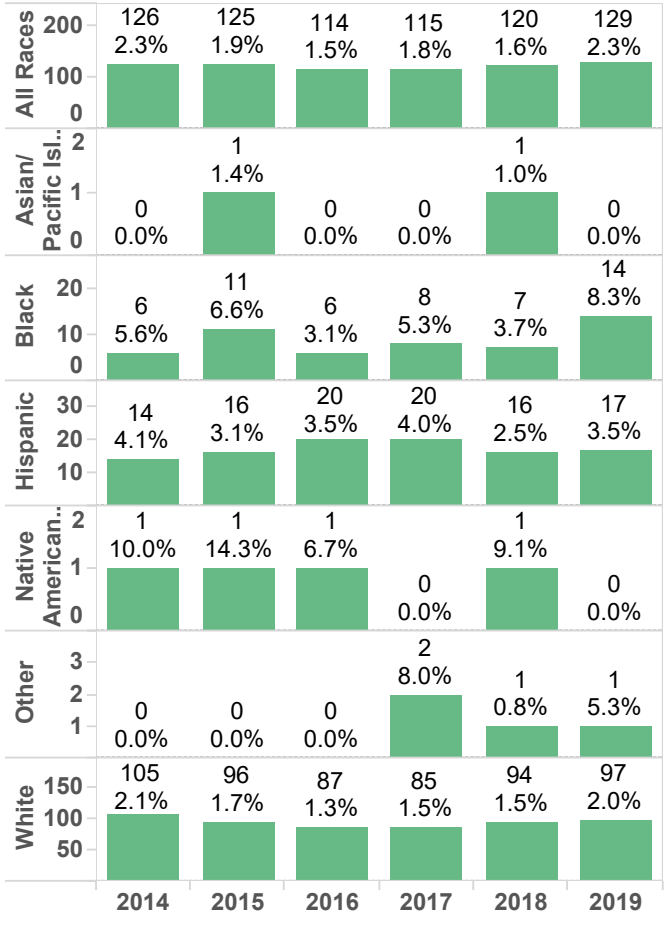
TRAFFIC STOP TREND LINES BY RACE



TRAFFIC STOP SEARCHES COUNTS & PERCENTAGE OF SEARCHES BY RACE



TRAFFIC STOP ARREST COUNTS & PERCENTAGE OF ARRESTS BY RACE



CITY POPULATION

	2014	2015	2016	2017	2018	2019
American India..	0.1%	0.1%	0.2%	0.3%	0.1%	0.1%
Asian	1.5%	1.7%	1.7%	1.9%	1.8%	1.8%
Black	1.0%	1.1%	1.4%	1.2%	1.5%	1.5%
Hispanic	7.8%	8.1%	8.2%	7.8%	8.4%	8.4%
Other	1.9%	1.9%	1.4%	1.6%	1.2%	1.2%
White	87.7%	87.1%	87.1%	87.3%	86.9%	86.9%

DATA SUBMISSION COUNT

	2014 Q1	2014 Q2	2014 Q3	2014 Q4	2015 Q1	2015 Q2	2015 Q3	2015 Q4	2016 Q1	2016 Q2	2016 Q3	2016 Q4	2017 Q1	2017 Q2	2017 Q3	2017 Q4	2018 Q1	2018 Q2	2018 Q3	2018 Q4	2019 Q1	2019 Q2	2019 Q3	2019 Q4
KEARNEY PD	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Grand Total	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Produced by the Nebraska Crime Commission