Vehicle Stops and Race:
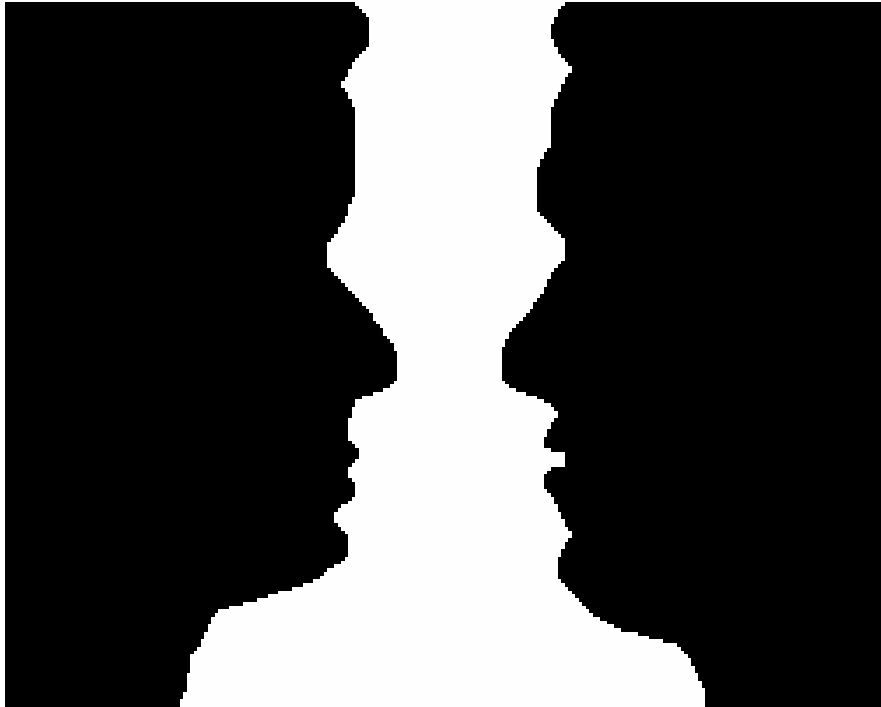
A Study and Report in Response to
Public Chapter 910 of 2000

John G. Morgan
Comptroller of the Treasury
March 2002

March 20, 2002

The Honorable John S. Wilder
  Speaker of the Senate
The Honorable Jimmy Naifeh
  Speaker of the House of Representatives
and
Members of the General Assembly
State Capitol
Nashville, Tennessee 37243

Ladies and Gentlemen:

As required by Public Chapter 910 of 2000, the Office of Research collected vehicle stop data from 44 participating law enforcement agencies and prepared this report. The report analyzes the vehicle stop data, focusing on the racial composition of the vehicle stops and subsequent law enforcement actions.

Sincerely,

John G. Morgan
Comptroller of the Treasury

Vehicle Stops and Race:
A Study and Report in Response to
Public Chapter 910 of 2000
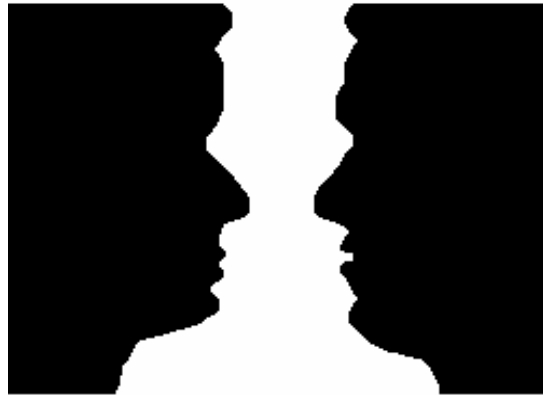
Dan Cohen-Vogel, Ph.D.
Principal Legislative
Research Analyst

Brian Doss
Associate Legislative
Research Analyst

Executive Summary

Several state and local law enforcement agencies have chosen a variety of approaches to respond to concerns about racial profiling. The Tennessee General Assembly passed Public Chapter 910 in 2000 (T.C.A. 38-1-401 *et seq*.), creating a one-year pilot project in which law enforcement agencies could participate voluntarily in vehicle stop data collection.

Public Chapter 910 required:
- Officers in the participating agencies to collect information on every vehicle stop on a form (either written or electronic) developed by the Comptroller including the race/ethnicity, gender, and age of person stopped, the reason for stop, and result of stop, including if a search occurred, the type and legal basis of search, and whether any contraband was discovered or property seized;
- Participating agencies to submit monthly to the Comptroller, data collected between January 1, 2001 and December 31, 2001;
- The Comptroller to report the results and review of traffic stops, including any recommendations, to the Governor and General Assembly by April 1, 2002.

The Office of Research administered a survey according to the statutory criteria. Appendix 3 contains a copy of the traffic stop data form, which includes the information required by law, as well as data identifying the department, officer, location of stop, time, and date. This report summarizes and analyzes the vehicle stop data collected from 44 participating law enforcement agencies, which included six county sheriffs' departments, one university police department, and 37 municipal police departments. During the data collection period, the participating agencies submitted 322,954 paper forms and 127,623 electronic records to the Comptroller.

The report concludes:

Comparing the racial composition of drivers stopped by law enforcement officers to the composition of an area's residents provides an incomplete and potentially misleading picture. Understanding the role of race in vehicle stops must include an examination of mitigating factors. Factors that may skew the results of such comparisons include: (See pages 10-13.)
- *licensed drivers* – The overall population has a different racial composition than the driving population, so licensed driver data provide a better basis for comparison with the vehicle stop data. However, the licensed driver data that are currently available do not accurately reflect these population differences.
- *commuting patterns* – Particularly in cities that serve as regional commercial and industrial centers, many people commute from surrounding areas. The racial composition of those commuters affects the composition of drivers and, therefore, of vehicle stops. Commuters are not reflected in census or licensed driver data.
- *tourism* – In 1999, 31.1 million out-of-state individuals came to or through Tennessee, representing a significant population of drivers not reflected in census or licensed driver data.
- *higher education institutions* – The demographic composition of students, many with permanent residences outside the institution's city or county, may differ significantly

from the composition of the area in which the institution is located. Many of these students are not reflected in census or licensed driver data.

- *transportation modes* – Transportation decisions (e.g., number of family cars, use of public transportation) depend on several variables, such as income, availability of public transit and other travel options, and personal preferences. Access to and choices of transportation among racial and ethnic groups vary significantly.
- *law enforcement deployment* – Several factors influence the deployment of law enforcement officers including calls for service, vehicular accidents, reported crime rates, arrest rates, staffing and monetary resources, and public concerns. Deployment affects the race and ethnic breakdown of drivers stopped, since these factors as well as demographic characteristics vary in different areas.
- *small populations* – If a jurisdiction has a very small population of one particular racial group, relatively few vehicle stops involving that group may create the appearance of biased law enforcement practices.

Law enforcement officers stop drivers in proportions different than drivers' racial representation in the overall population. The mitigating factors discussed in the previous section are not reflected in the tables comparing traffic stops with census population data. Of the five possible racial groups (Asian, African-American, Hispanic, Other, White) in the vehicle stop data form:[*] (See page 13.)

- Asians represent 1.6 percent of the population over 18 years of age and 0.9 percent of all stops.
- African-Americans represent 31.0 percent of the population over 18 years of age and 39.1 percent of all stops.
- Hispanics represent 2.9 percent of the population over 18 years of age and 2.6 percent of all stops.
- Drivers classified as Other represent 1.4 percent of the population over 18 years of age and 1.6 percent of all stops.
- Whites represent 63.1 percent of the population over 18 years of age and 55.3 percent of all vehicle stops.

Officers' reasons for stopping vehicles vary by race. Of three possible reasons (criminal, moving violation, and vehicle equipment violation): (See pages 13-14.)

- *Criminal* – A higher percentage of officers reported criminal reasons as the basis for stopping Hispanic drivers compared to other groups, followed by African-Americans, Others, Whites, and Asians.
- *Moving violations* – A higher percentage of officers reported moving violations as the basis for stopping Asian drivers compared to other groups, followed by Whites, African-Americans, Others, and Hispanics.
- *Vehicle equipment violations* – A higher percentage of officers reported vehicle equipment violations as the basis for stopping Hispanic drivers compared to other groups, followed by Others, African-Americans, Whites, and Asians.

---

[*] Numbers do not add to 100 percent because of rounding. Also, officers did not identify the driver's race in approximately 0.6 percent of stops.

Dispositions of stops vary by race. Of five possible dispositions (verbal warning, written warning, citation, arrest, or citation and arrest): (See pages 14-15.)

- *Verbal warning* – Officers issued the highest percentage of verbal warnings to Hispanic drivers, followed by Asians and Whites, Others, and African-Americans.
- *Written warning* – Officers issued the highest percentage of written warnings to White drivers, followed by Hispanics, Asians, African-Americans, and Others.
- *Citation* – Officers issued the highest percentage of citations (without arrest) to Others, followed by Asians, African-Americans, Whites, and Hispanics.
- *Arrest* – Officers made the highest percentage of arrests (without citation) of Hispanic drivers, followed by African-Americans, Whites, Others, and Asians.
- *Citation and arrest* – Officers made the highest percentage of citation and arrest (combination) of Hispanic drivers, followed by African-Americans, Others, Whites, and Asians.

Differences in the reasons officers reported for stopping vehicles do not appear to explain all of the racial variation in dispositions of stops. Regardless of the reason for the stop, officers arrested Hispanic and African-American drivers, in that order, at the highest percentage of all groups and gave the highest percentage of citations to Other drivers. However, the rankings of the five groups changed based on reason for the stop when the disposition was a written or verbal warning. (See page 15.)

Rates of search subsequent to stops vary by race. Officers conducted searches in approximately 7.0 percent of all stops. Statewide, officers searched 16.8 percent of Hispanics stopped, followed by African-Americans (8.1 percent), Whites (5.8 percent), Other (5.4 percent), and Asians (3.1 percent). (See pages 15-16.)

Differences in the reasons officers reported for stopping vehicles do not appear to explain all of the racial variation in the rates of search. (See page 16.)
- Officers searched African-Americans and Hispanics, in that order, at the highest rates when the stop was for criminal reasons.
- Officers searched Hispanics and African-Americans, in that order, at the highest rates when the stop was for a moving violation or vehicle equipment violation.

Differences in the dispositions of stops do not appear to explain all of the racial variation in the rates of search. (See pages 16-17.)
- Of those stops in which officers gave verbal warnings or citations (without arrests), they searched Hispanics and African-Americans, in that order, at the highest rates.
- Of those stops in which officers gave written warnings, they searched Hispanics and Others, in that order, at the highest rates.
- Of those stops in which officers made arrests (with and without citations), they searched Others and Whites, in that order, at the highest rates.

The incidences of evidence seized and the types of evidence seized as a result of searches vary by race. Officers seized evidence in approximately 1.4 percent of all stops. (See pages 17-19.)

- Officers seized evidence from 1.8 percent of Hispanics stopped, 1.6 percent of African-Americans, 1.2 percent of Whites, 0.6 percent of Others, and 0.2 percent of Asians.
- Of all types of evidence, officers seized drugs most often from African-Americans, Whites, and Others. Officers seized "other" evidence most often from Asians and Hispanics.
- Of all evidence seized statewide, officers seized drugs at the highest rate. Drugs taken from African-Americans and Whites, in that order, constituted the majority of evidence seized.
- Of all evidence seized statewide, officers seized evidence classified as "other" at the second-highest rate. "Other" evidence taken from Whites and African-Americans, in that order, constituted most of these seizures.

Differences in the rate of search do not appear to explain all of the racial variation in evidence seized. Officers searched: (See page 19.)
- Hispanics 140 percent more often than the statewide average, and officers seized evidence from Hispanics 29 percent more often.
- African-Americans 16 percent more often than the statewide average, and officers seized evidence from African-Americans 14 percent more often.
- Whites 17 percent less often than the statewide average, and officers seized evidence from Whites 14 percent less often.
- Others 23 percent less often than the statewide average, and officers seized evidence from Others 57 percent less often.
- Asians 56 percent less often than the statewide average, and officers seized evidence from Asians 86 percent less often.
- Instances in which officers did not seize evidence after a search were most common among Hispanics, followed by Others, Asians, African-Americans, and Whites.

Neither statute nor case law clearly defines the appropriate place of race in law enforcement decisions. The state and federal constitutions provide similar protections against "unreasonable search and seizure," but neither state nor federal laws describe the circumstances in which consideration of race may make a search or seizure "unreasonable." Case law on the subject provides some guidance, but court decisions are not consistent in the degree of their acceptance of race as a "reasonable" criterion. (See pages 19-20.)

Recommendations

The General Assembly may wish to define statutorily the appropriate consideration of race in search and seizure. (See page 20.)

The General Assembly may wish to require policies and procedures specifically related to profiling in all state and local law enforcement agencies. (See page 20.)

If the General Assembly wishes to continue studying vehicle stops, the Department of Safety should develop a licensed driver database that contains uniformly collected and geographically referenced data. (See page 20.)

Table of Contents

Introduction

Several state and local law enforcement agencies have chosen a variety of approaches to respond to concerns about racial profiling. The Tennessee General Assembly passed Public Chapter 910 in 2000,[1] creating a one-year pilot project in which law enforcement agencies could participate voluntarily in vehicle stop data collection. This report summarizes and analyzes the vehicle stop data collected from 44 participating law enforcement agencies.

Public Chapter 910 (Appendix 1) required:
- Officers in the participating agencies to collect information on every vehicle stop on a form (either written or electronic) developed by the Comptroller including the race/ethnicity, gender, and age of person stopped, the reason for stop, and result of stop, including if a search occurred, the type and legal basis of search, and whether any contraband was discovered or property seized;
- Agencies that chose to participate to submit monthly to the Comptroller, data collected between January 1, 2001 and December 31, 2001;
- The Comptroller to report the results and review of traffic stops, including any recommendations, to the Governor and General Assembly by April 1, 2002.

Methodology

The research and data analysis by the Comptroller's Office of Research focused on the issue of "racial profiling" in the context of vehicle stops. To better understand this issue, Office of Research staff collected information from the following sources:
- vehicle stop data forms completed by law enforcement officers from participating agencies in Tennessee;
- discussions with the sponsors of Public Chapter 910, representatives of the participating law enforcement agencies, American Civil Liberties Union (ACLU), law enforcement agencies in other states, and researchers with expertise in the area of racial profiling (listed in Appendix 2);
- attendance at Tennessee Association of Chiefs of Police and Tennessee Sheriffs' Association meetings;
- an analysis of data, including population demographics from the U.S. Census Bureau and driving population demographics from the Tennessee Department of Safety; and
- a pre-test period with the Franklin Police Department, one of the participating agencies, prior to beginning statewide data collection.

The Office of Research administered a survey according to the statutory criteria. Appendix 3 contains a copy of the vehicle stop data form, which includes the information required by law, as well as data identifying the department, officer, location of stop,[2] time, and date. Voluntary participants included six county sheriffs' departments, one university police department, and 37 municipal police departments. Exhibit 1 shows the location of participating agencies across the state, also listed in Exhibit 12, Appendix 2.

---

[1] T.C.A. 38-1-401 *et seq.*
[2] Not all agencies chose to provide the location of the stop.

Appendix 3 contains a copy of the data form (Exhibit 13) and the instructions to law enforcement agencies for using the form. (The terms "race" and "racial" are used in the remainder of the report when discussing the data items relating to race or ethnicity.) This report explores stops and the results of the stops with emphasis on the racial identities of the drivers. The terms used to describe race in this report are exactly those from which officers chose when filling out the forms. The racial categories are based on those defined for federal data by the U.S. Office of Management and Budget, combining some of that agency's seven categories of race and ethnicity into the five shown on the vehicle stop data form.[3]

Exhibit 1: Law Enforcement Agencies Participating in the P.C. 910 Pilot Study

Shaded = County sheriffs departments
Dots = City and university police departments
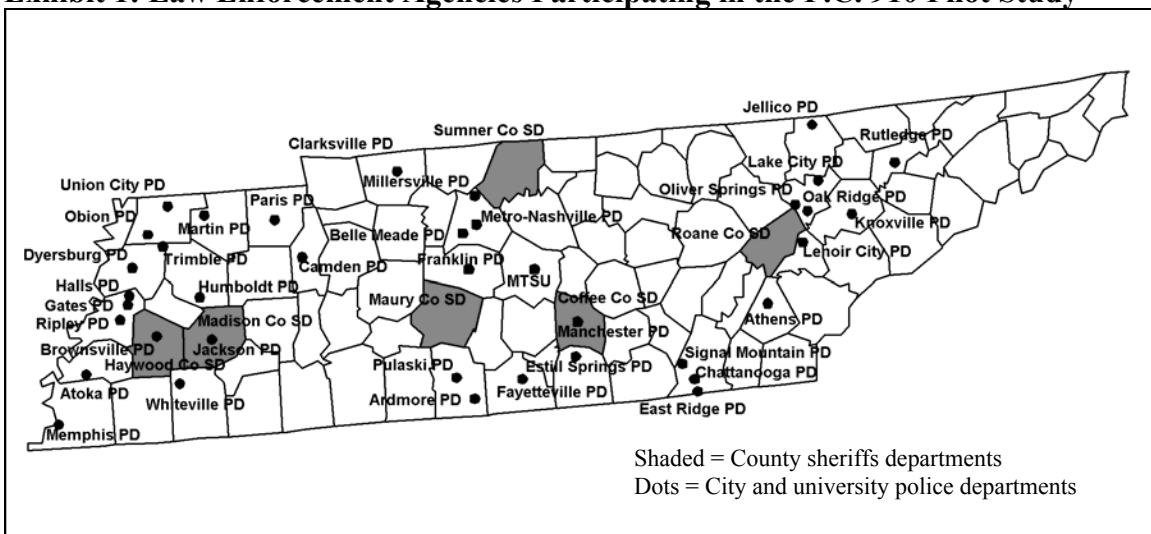
Source: Comptroller of the Treasury, Office of Research.

Potential Data Problems

Reporting inconsistencies and other potential errors presented challenges to the vehicle stop data collection and analysis. For example, Exhibit 24 in Appendix 4 shows the monthly breakdown of vehicle stops reported by participating law enforcement agencies. Some agencies' reported stops remained relatively steady throughout the year, but many experienced wide fluctuations and/or declines in reported monthly stops.

Office of Research staff communicated with participating agencies regarding drastic changes in reported stops and other anomalies. In some cases, the agencies provided explanations based on policy changes. For example, Belle Meade discontinued nighttime traffic stops on its most heavily traveled highway in March, reallocating officers to other parts of the city. Middle Tennessee State University police shifted many officers from cars to bicycles during warmer periods, and vehicle stops declined as a result. Some agencies, particularly small ones, showed declines during periods of high officer turnover. In other cases, agencies' explanations highlighted data collection problems, acknowledging that some officers simply did not fill out the forms.

---

[3] U.S. Office of Management and Budget, Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity, http://www.census.gov/population/www/socdemo/race/Ombdir15.html (accessed April 20, 2000).

3

Following is an outline and discussion of possible data problems encountered in this study.

Data Issue # 1: Potential data form recording errors

    Contributing factor 1.a: Incorrect perception of race – Officers may mistake one racial group for another. For example, Office of Research staff heard anecdotes of Indian individuals mistaken for Hispanics.

    Contributing factor 1.b: Racial and ethnic combinations – The vehicle stop data form combines race and ethnicity in one item and does not give officers the option of choosing more than one. However, ethnicity and race are different; for example, it is possible to be both Hispanic and Asian or both Arab and African-American. Similarly, individual judgment determined how an officer reported individuals perceived to be multi-racial.[4]

    Contributing factor 1.c: Passenger information – The vehicle stop data form primarily concerned the driver of the vehicle. The data analyzed in this report do not reflect instances in which passengers' profiles contributed to the vehicle stop or subsequent officer actions.

    Contributing factor 1.d: Errors filling out the form – In a number of instances, officers completing traffic stop data forms either neglected to answer an item or answered incorrectly (i.e., putting a December date on a form completed in August).

Data Issue # 2: Non-response or partial response

    Contributing factor 2.a: Officers' fears of liability – The vehicle stop data form required the officer conducting the stop to record his or her identification number. This may contribute to apprehension among some officers for the following reasons.

        i: Civil – Public Chapter 910 limits the use of the traffic stop data in the following way:
            Any law enforcement officer who *in good faith* records traffic stop information pursuant to the requirements of this section shall not be held civilly liable *for the act of recording* such information.[5] [emphasis added]
        Two phrases in this statutory provision (italicized above) may cause concern among officers. First, in a civil lawsuit, it may be left to the court to determine whether an officer's actions were in "good faith."

---

[4] In general, the Census Bureau defines ethnicity as the heritage, nationality group, lineage, or country of birth of the person or the person 's parents or ancestors before their arrival in the United States. For example, people who identify their origin as Spanish, Hispanic, or Latino may be of any race. U.S. Census Bureau, "Questions and Answers for Census 2000 Data on Race," March 14, 2001, http://www.census.gov/Press-Release/www/2001/raceqandas.html (accessed February 17, 2002).

[5] T.C.A. § 38-1-402(c).

Second, although the law prohibits holding an officer civilly liable "for the act of recording" the information, it is possible that the officer's behavioral pattern, as reflected in or interpreted from the traffic stop data, may be a civil liability.

    ii: Criminal – Public Chapter 910 only limits the use of the traffic stop data against an officer in civil cases, not criminal cases.

    iii: Intra-departmental – Promotions, raises, and interaction with other officers may depend on both adherence to agency policies and perception of behavior and character.

    iv: Community reputation – Officers may feel social pressure not to appear racially biased.

Contributing factor 2.b: Administrative inconsistencies

    i: Training and turnover – Officers should have received at least a brief training in how to fill out the form. Because of competing time demands or delays in hiring and training new officers, some officers may have received late or insufficient training. High turnover rates in some agencies appeared to exacerbate this problem.

    ii: Distribution of forms – There may have been delays in ordering or receiving forms or in disseminating the forms to officers.

    iii: Lack of collection or submission – Some participating agencies drastically reduced or altogether ceased reporting prior to the end of the study. Officers may have filled out forms that were not given to their respective law enforcement agencies, or forms that were turned in may not have been passed on to the Office of Research.

Data Issue # 3:   Potential data processing errors – The Comptroller's Office of Research and Office of Management Services made considerable efforts to examine the data forms and the resulting database for problems. However, participating agencies submitted 322,954 paper forms and an additional 127,623 electronic records, which were entered from the paper forms by individual law enforcement agencies' data processing staff. During the data verification process, Comptroller's staff discovered and corrected numerous data entry errors.

Background

What is racial profiling and why is it a concern?
A U.S. Department of Justice publication defines racial profiling as "any police-initiated action that relies on race, ethnicity, or national origin rather than the behavior of an individual or information that leads the police to a particular individual who has been identified as being, or having been, engaged in criminal activity."[6]

Racial profiling presents a multi-faceted problem with both legal and social dimensions. The Fourteenth Amendment of the U.S. Constitution provides persons with "equal protection of the laws," and the Fourth Amendment protects people from "unreasonable searches and seizures." In addition, "[p]olice play a pivotal role in the life of communities. As the most visible branch of civil government, police agencies are called on to mitigate and resolve conflict among both groups and individuals."[7] However, as one U.S. Attorney argues, the practice of racial profiling "alienates a significant percentage of our country's population, and fosters distrust of law enforcement by the community."[8]

Some groups advocate a broader view of "racially biased policing." A Police Executive Research Forum report argues that the word "profile" is too narrow and that it "not only creates confusion about an otherwise legitimate policing term, but also semantically limits the potential abuse to those instances in which an officer might use race as an indicator of criminal activity." The report states that "one could interpret the common definition of racial profiling to *not* include activities that are legally supportable in terms of reasonable suspicion or probable cause, but are nonetheless racially biased."[9]

How have the courts viewed the issue?
In general, federal courts have said that race cannot be the only basis for search and seizure, but it can be one among other factors. For example, in *United States v. Brignoni-Ponce*,[10] the U.S. Supreme Court held that the Fourth Amendment does not allow stopping and questioning occupants regarding their citizenship when the only reason for the suspicion is the occupants' apparent Mexican ancestry. The case of *United States v. Waldon*[11] is somewhat more permissive. In that case, the Sixth Circuit held: "Common sense dictates that, when determining whom to approach as a suspect of criminal wrongdoing, a police officer may legitimately consider race as a factor *if descriptions of the perpetrator known to the officer include race*." [emphasis added]

---

[6] Deborah Ramirez, Jack McDevitt, and Amy Farrell, "A Resource Guide On Racial Profiling Data Collection Systems, Promising Practices and Lessons Learned", Northeastern University, 2000, http://www.usdoj.gov:80/cops/pdf/cp_resources/pubs_prod/police_practices_handout/Section6.pdf, p. 3, (accessed March 26, 2001).
[7] Henry I. DeGeneste and John P. Sullivan, "Policing a Multicultural Community," *Fresh Perspectives*, A Police Executive Research Forum Publication, July 1997, p. 1.
[8] Richard H. Deane, Jr., "A Message from United States Attorney Richard H. Deane, Jr.," p. 2, http://www.usdoj.gov:80/usao/gan/racialprofiling.pdf (accessed March 26, 2001).
[9] Police Executive Research Forum, "Racially Biased Policing: A Principled Response," Police Executive Research Forum Report. June 2001, pp. 3-5. http://www.inca.net/perf/racial/RBP_7.pdf (accessed August 14, 2001).
[10] 422 U.S. 873, 1975.
[11] 206 F.3d 597, 2000.

However, it is not entirely clear from the case law to what extent race may appropriately be included in a "profile" of individuals involving suspected criminal activity as opposed to a crime that is known to have occurred. The seminal case of *Whren v. United States* drew attention to a possible conflict between Fourth and Fourteenth Amendment rights.[12] In *Whren*, the U.S. Supreme Court allowed that race could be a factor in pretextual traffic stops without violation of the Fourth Amendment provisions against unreasonable searches and seizures, and it left open the question of equal protection. A good example of the tension between courts' interpretations of those rights is expressed in a case from the Eighth Circuit, *United States v. Weaver*.[13] In that case, a drug enforcement agent arrested Mr. Weaver for cocaine possession after stopping him based on a profile of "young, roughly dressed male blacks" trafficking drugs through the airport, as well as other factors such as Weaver's nervousness ("exceeding that exhibited by non-drug carrying passengers"[14]), his fast pace, his two carry-on bags, and his arrival on a direct Los Angeles flight. The majority ruled in favor of the agent, arguing that "race, when coupled with the other factors [the agent] relied upon" was an acceptable factor in approaching and detaining Weaver.[15]

The dissenting opinion raised some troubling points, though, arguing that the case was not significantly distinguishable from another similar case three years earlier, *United States v. White*,[16] except in the race and nervousness of the passenger. The dissenting judge questioned the validity of permitting officers' ability to discern drug-related clothing and nervousness from those characteristics on any young airplane passenger stopped by law enforcement agents, and he particularly drew attention to how many innocent people fitting Weaver's profile may have been stopped and searched without subsequent arrest.

Efforts to address racial profiling in the United States
Exhibit 2 illustrates other states' efforts to examine and address racial profiling. These efforts include statutory definitions of and restrictions on racial profiling; policy and training requirements for law enforcement agencies; both voluntary and mandatory data collection; studies of the issue; and efforts to educate the public and provide outlets through which individual grievances may be addressed.

States' laws vary considerably. For example, California, Colorado, Massachusetts, Minnesota, and Missouri developed training for officers to prevent racial profiling; Rhode Island and Minnesota developed advisory committees, and Minnesota, Missouri, North Carolina, and Rhode Island have worked with outside experts to analyze data.

Numerous local law enforcement agencies have also implemented measures to combat racial profiling, such as data collection and training. In Lowell, Massachusetts a police-

---

[12] 517 U.S. 806, 1996. For discussion of the implications of that decision, see Carl J. Schifferle, "After *Whren v. United States*: Applying the Equal Protection Clause to Racially Discriminatory Enforcement of the Law," *Michigan Law and Policy Review*, 1997.
[13] 966 F.2d 391, 1992.
[14] 966 F.2d 396, 1992.
[15] 966 F.2d 394, 1992.
[16] 890 F.2d 1413, 1989.

citizen task force was formed to discuss racially biased policing and develop solutions. This group later became the Race Relations Council, which has discussed new ideas regarding police training and police citizen communication. The city of Albany, New York developed a Community Police Council composed of representatives from neighborhood associations and business improvement districts to share information with police. The council also identifies quality of life and police conduct issues.[17] Some agencies in Tennessee have citizen police academies, civilian oversight committees, quality-of-service questionnaires, and various community outreach programs. In addition, some law enforcement agencies in Tennessee have implemented policies that define racial profiling and provide guidelines to prevent it.

Exhibit 2: States with Laws concerning Racial Profiling
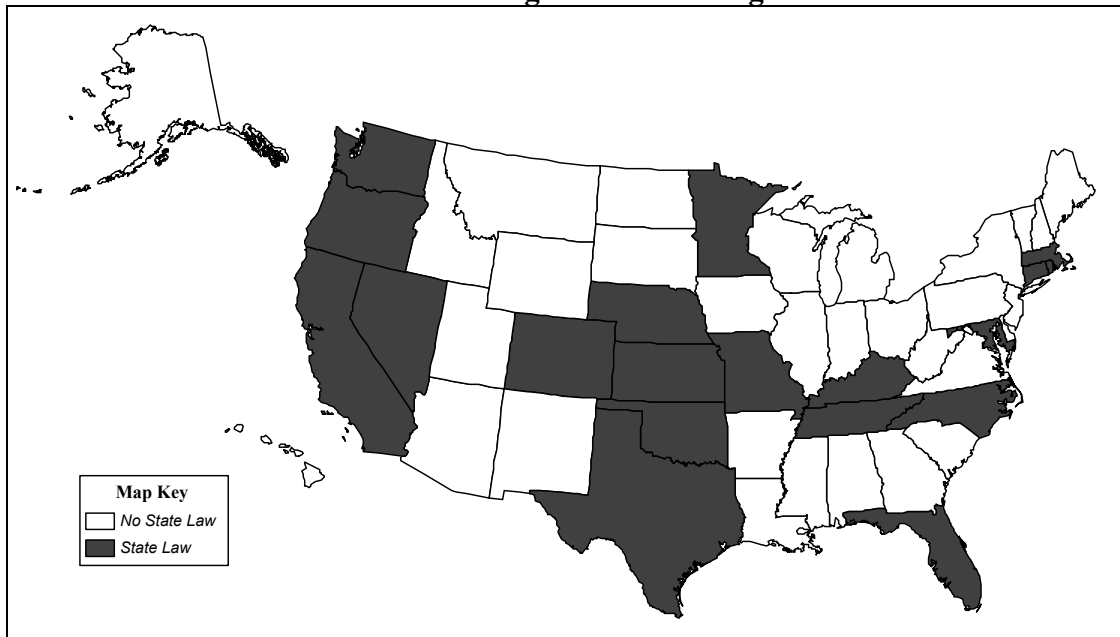
Source: Comptroller of the Treasury, Office of Research.

The Police Executive Research Forum (PERF) suggests ways that agencies may address racially biased policing, including policies prohibiting biased policing, education and training, minority community outreach, and data collection and analysis.[18] A report from the National Organization of Black Law Enforcement Officials (NOBLE) proposes "operational strategies" to eliminate racial profiling that include analyzing training activities and forming police-community partnerships.[19]

The Colorado Peace Officer Standards Training Commission recently developed an anti-bias training program that includes:
• instruction on the Fourteenth Amendment and interpretive case law;
• instruction on the history of profiling and bias based policing;
• discussion of impact of consequences on the community; and

---

[17] Police Executive Research Forum, *Racially Biased Policing: A Principled Response*, Police Executive Research Forum Report. June 2001, pp. 103, 110.
[18] *Ibid*., pp. 6-11.
[19] National Organization of Black Law Enforcement Executives, "A NOBLE Perspective: Racial Profiling – A Symptom of Bias-Based Policing," NOBLE, May 3, 2001, pp. 2, 10-18.

- instruction on national and local incidents.[20]

The Tennessee Peace Officer Standards and Training (POST) Commission requires minimum curriculum standards in areas such as criminal and constitutional law and procedures as well as human relations.[21] Other academies in Tennessee explicitly address racial profiling through training.

In 1999, President Clinton issued an executive memorandum to the Secretary of the Interior, the Attorney General, and the Secretary of the Treasury to collect race, ethnicity, and gender information for all law enforcement activities. The relevant Department of Justice law enforcement agencies then submitted a proposal for data collection.[22] In 2001, President Bush ordered the U.S. Attorney General "to review the use by Federal law enforcement authorities of race as a factor in conducting stops, searches, and other investigative procedures."[23]

Members of the U.S. Congress have introduced national racial profiling legislation. The Racial Profiling Prohibition Act of 2001 (H.R. 965) would require states to adopt and enforce standards prohibiting racial profiling and would withhold funds from noncompliant states. The End Racial Profiling Act of 2001 (H.R. 2074/S.989) would require state and local law enforcement agencies applying for specific grants to maintain policies and procedures to eliminate racial profiling and to end practices that encourage racial profiling. The bill would also require agencies to collect data on routine investigatory activities and submit the data to the U.S. Attorney General's Office. None of these bills has passed (as of February 2002).

---

[20] Department of Law, Colorado Peace Officer Standards and Training Commission, Anti-Bias Training Program. http://www.ago.state.co.us/post/antibiasprog.html (accessed March 8, 2002).
[21] http://www.state.tn.us/sos/rules/1110/1110-07.pdf (accessed March 6, 2002).
[22] U.S. Department of Justice, Responding to the Executive Memorandum on Fairness in Law Enforcement. http://www.ojp.usdoj.gov/bjs/pub/ascii/remflep.txt (accessed March 19, 2000).
[23] President George W. Bush, Memorandum For the Attorney General, February 27, 2001. http://www.whitehouse.gov/news/releases/2001/02/20010228-1.html (accessed February 7, 2002).

Analysis and Conclusions

Comparing the racial composition of drivers stopped by law enforcement officers to the composition of an area's residents provides an incomplete and potentially misleading picture. A major challenge in assessing traffic stop data is finding valid comparative data by which to measure the existence and extent of racial profiling. Understanding the role of race in vehicle stops must include an examination of mitigating factors. It is misleading to draw conclusions regarding racial profiling behavior based solely on a comparison of the distribution of traffic stops to the general population distribution, such as racial percentages found in Census population data. The relevant population is not the general population but the driving population. The population of licensed drivers provides a better comparison than overall population numbers but still leads to an incomplete and inaccurate test for racial profiling. Moreover, Tennessee collects licensed driver data in a manner unsuitable for comparison with vehicle stops. Various reports discuss the challenges and limitations of using census and licensed drivers data as comparison groups.[24] Factors that may skew the results of such a comparison include:

- licensed drivers;
- commuting patterns;
- tourism;
- higher education institutions;
- modes of transportation used;
- little or no representation;
- law enforcement deployment.

Licensed drivers
The overall population has a different racial composition than the driving population, so licensed driver data generally would provide a better basis for comparison with the vehicle stop data. However, Tennessee's licensed driver data are not amenable to such a comparison. The Department of Safety collects data on each driver's city based on whatever the driver writes on the application form. Many drivers living outside of city boundaries (in neighboring incorporated areas or unincorporated areas) provide city addresses. Exhibit 14 in Appendix 4 shows four examples of how the boundaries of zip codes in selected cities extend far beyond the city boundaries. As a result, drivers provide addresses indicating cities in which they do not reside. Moreover, many people apply for driver licenses in their home towns when they study or work elsewhere, further biasing the license data. Because the racial composition of drivers within cities varies considerably from that in the surrounding counties, the licensed driver data that are currently available do not accurately reflect these population differences. Exhibit 25 in Appendix 5 compares the racial composition reflected in licensed driver data to that of

---

[24] Matt Zingraff et al., "Evaluating North Carolina State Highway Patrol Data: Citations, Warnings, and Searches in 1998", November 1, 2000, http://www.nccrimecontrol.org/shp/ncshreport.htm (accessed January 8, 2001) , p. 6; Washington State Patrol, "Report to the Legislature on Routine Traffic Stop Data", January 2001, p.7; Gary Cordner, Brian Williams, and Maria Zuniga, "Vehicle Stop Study Year End Report: 2000 San Diego Police Department", May 8, 2001. p.1. Stephen M. Cox, Susan E. Pease, Daniel S. Miller, and C. Benjamin Tyson, "State of Connecticut Interim Report of Traffic Stops Statistics January 2000 to June 2000', January 2001, p.7; Michael R. Smith and Matthew Petrocelli, "Racial Profiling? A Multivariate Analysis of Police Traffic Stop Data", *Police Quarterly*, 47, 1, March 2001, pp 11-12.

the overall population, highlighting the discrepancies between total population and drivers licenses.

Commuting patterns
Particularly in cities that serve as regional commercial and industrial centers, many people commute from surrounding areas. The racial composition of those commuters affects the composition of drivers and, therefore, vehicle stops. Commuters are not reflected in census or licensed driver data. The Nashville Area 1998 Travel Behavior Study surveyed individuals residing in and commuting to Davidson, Rutherford, Sumner, Williamson, and Wilson counties. The study found that approximately 25 percent of Rutherford County residents, 44 percent of Sumner County residents, 42 percent of Williamson County residents, and 77 percent of Wilson County residents worked in Davidson County.[25] A similar study in Knoxville also found that a significant number of individuals commute across county lines for employment.[26] For example, 26 percent of Blount County residents reported working in Knoxville.

Tourism
In 1999, 31.1 million out-of-state visitors came to or through Tennessee. An estimated 85 percent traveled by car. Thus, tourists and travelers represent a significant population of drivers not reflected in census or licensed driver data.[27]

Higher education institutions
Universities draw students from other cities, counties, states, and countries, and many drive. The demographic composition of the students may differ significantly from the composition of the surrounding neighborhoods or the city and county in which the institution is located. Census or licensed driver data do not reflect many of these students. Also, university police departments' relevant comparison populations extend beyond both the student bodies and institutions' host cities, since numerous employees of and visitors to university campuses travel from elsewhere.

Exhibits 15 and 16 in Appendix 4 display the enrollment by race for University of Tennessee and Board of Regents four-year institutions and for independent higher education institutions in Tennessee. The examples of two Davidson County universities in those tables, Tennessee State University (Exhibit 15) and Vanderbilt University (Exhibit 16), illustrate this point, since the former has a higher minority population and the latter a lower minority population than Davidson County in general.

Transportation modes
Transportation decisions (e.g., number of family cars, use of public transportation) depend on several variables, such as income, availability of public transit and other travel options, and personal preferences. Access to and choices of transportation vary significantly among racial groups. Based on 1990 Census data, Exhibit 17 in Appendix 4 shows a breakdown of vehicle availability by race for the six largest cities participating in

---

[25] Nustats International, "Nashville Area 1998 Travel Behavior Study," Final report prepared for the Nashville Area Metropolitan Planning Commission, July 1998, p. 8.
[26] Nustats International, "Knoxville Urban Area Metropolitan Planning Organization 2000 Household Travel Behavior Study", Final Report, June 2001, p. 17.
[27] Tennessee Department of Tourist Development, 2000/2001 Marketing Plan, pp. 7, 10.

this study. In those six cities, African-Americans tend to have fewer vehicles than all other groups. Whites and Asians tend to have more vehicles than others.

Similarly, use of public transportation varies by race. Exhibit 18 in Appendix 4 shows the use of various modes of transportation by race for the United States in 1995. Approximately 91 percent of whites, 78 percent of African-Americans, and 83 percent of Hispanics reported using automobiles as their primary form of transportation. In contrast, approximately one percent of whites, eight percent of African-Americans, and four percent of Hispanics use some form of public transportation.[28]

Law enforcement deployment
Several factors influence the deployment of law enforcement officers including calls for service, vehicular accidents, reported crime rates, arrest rates, staffing and monetary resources, and public concerns. Deployment affects the race and ethnic breakdown of drivers stopped, since these factors as well as demographic characteristics vary in different areas. Accurately analyzing how deployment affects vehicle stops would require examining data such as census demographics (e.g., census tracts) and law enforcement zones, reported crime, and number of officers assigned to an area.

Exhibits 19 through 23 in Appendix 4 illustrate how crime rates relate to police deployment patterns in Davidson County. Taken together, they show that crime rates, concentration of officer activity, and minority drivers and residents are distributed in similar, though not identical, patterns. A recent report by the Metropolitan Police Department further illustrates these patterns and how they are linked to vehicle stops.[29] While that agency's study raises some key points about the relationships among crime, deployment, and stops, a report from the New York State Attorney General's Office analyzed stops and arrests in New York by race and found that crime rates did not fully explain the increased "stop and frisks" in predominantly minority precincts.[30]

Additional aspects confound an analysis of deployment as a factor in vehicle stop demographics. Deployment patterns may depend partly on historical and social trends that influence both crime patterns and types of crime. Deployment based on crime rates may also be the result of past law enforcement efforts and crime reporting patterns. Some areas may appear to have higher crime because of reported crime rates, but certain groups may be more likely to report crimes than others, and certain crimes may be reported more than others.[31]

---

[28] John Pucher, Tim Evans, and Jeff Wenger, "Socioeconomics of Urban Travel: Evidence from the 1995 NPTS," *Transportation Quarterly*, Summer 1998, p. 25.
[29] Metropolitan Police Department, Research Section, *CY 2001 Vehicle Stop Data Collection Analysis: Final Report*, February 26, 2002. In particular, see Appendices D-1 through D-3 of that report.
[30] Attorney General of the State of New York, *The New York City Police Department's "Stop & Frisk" Practices: A Report to the People of the State of New York From The Office Of The Attorney General,* Civil Rights Bureau, December 1, 1999, pp. 92-135.
http://www.oag.state.ny.us/press/reports/stop_frisk/stp_frsk.pdf (accessed December 17, 2001).
[31] For examples of these patterns, see: Steve Cooper, "A Closer Look at Racial Profiling," *The Quill*, July/August 2001, pp. 55-58; John Hurwitz and Mark Peffley, "Public Perceptions of Race and Crime: The Role of Racial Stereotypes," *American Journal of Political Science*, April 1997, pp. 375-401; Alec Campbell, Richard A. Berk, and James J. Fyfe, "Deployment of Violence," *Evaluation Review*, August 1998, pp. 535-561.

Small populations
If a jurisdiction has a very small population of a particular racial group, relatively few vehicle stops involving that group may create the appearance of biased law enforcement. Exhibit 26 in Appendix 5 shows the populations of relevant cities and counties from each of the five racial divisions defined in this study. These groups represent less than one-half of one percent of the populations in areas served by participating agencies:
- Asians in the areas served by 21 agencies;
- African-Americans in the areas served by three agencies;
- Hispanics in the areas served by six agencies;
- "Other" groups in the areas served by three agencies.

Law enforcement officers stop drivers in proportions different than drivers' racial representation in the overall population. The mitigating factors discussed in the previous section are not reflected in Exhibits 26 and 27 in Appendix 5, which simply compare traffic stops for the 44 participating law enforcement agencies with census data from the areas those agencies serve.
- Asians represent 1.6 percent of the population over 18 years of age and 0.9 percent of all stops.
- African-Americans represent 31.0 percent of the population over 18 years of age and 39.1 percent of all stops.
- Hispanics represent 2.9 percent of the population over 18 years of age and 2.6 percent of all stops.
- Drivers classified as Other represent 1.4 percent of the population over 18 years of age and 1.6 percent of all stops.
- Whites represent 63.1 percent of the population over 18 years of age and 55.3 percent of all vehicle stops.
- Drivers classified as Unknown represent 0.6 percent of all vehicle stops.[32]

Officers' reasons for stopping vehicles vary significantly by race. The vehicle stops data form lists three possible reasons for which drivers could be stopped: criminal, moving violation, and vehicle equipment violation.[33] Exhibit 28 in Appendix 5 shows the percentage of all stops of each racial group by agency that were for one of these three reasons. Exhibit 3 summarizes the statewide averages.[34]

- *Criminal* – Officers reported criminal reasons as the basis for 2.6 percent of Hispanics stopped, followed by 1.8 percent of African-Americans, 1.6 percent of Whites, 1.1 percent of Others, and 1.0 percent of Asians.

---

[32] The Unknown category for was used in those instances in which no choice was selected or when more than one choice was selected for race, which allowed only one choice on the Vehicle Stops Data Form. The tables in Appendix 5 do not report stops or results of stops in the "unknown" racial category. Numbers do not add to 100 percent because of rounding.
[33] The directions to participating agencies (in Appendix 3) defined "criminal" as "any criminal activity, belief of criminal activity, or suspicious behavior."
[34] Percentages in these tables may not sum to 100%, because a small number of forms did not specify a reason for the stop.

- *Moving violation* – Officers reported moving violations as the basis for 81.6 percent of Asians stopped, followed by 78.8 percent of Whites, 76.6 percent of African-Americans, 76.2 percent of Others, and 70.2 percent of Hispanics.
- *Vehicle equipment violation* – Officers reported vehicle equipment violations as the basis for 26.7 percent of Hispanics stopped, followed by 22.3 percent of Others, 21.2 percent of African-Americans, 19.2 percent of Whites, and 16.8 percent of Asians.

Exhibit 3: Statewide Summary of Reasons for the Stop, by race

Reason for Stop	Asian	African-American	Hispanic	Other	White
criminal	1.0%	1.8%	2.6%	1.1%	1.6%
moving violation	81.6%	76.6%	70.2%	76.2%	78.8%
vehicle equipment violation	16.8%	21.2%	26.7%	22.3%	19.2%

Source: Comptroller of the Treasury, Office of Research. Data collected between January 1, 2001 and December 31, 2001.

Dispositions of stops vary significantly by race. Officers completing the vehicle stop data form marked one or a combination of the following four dispositions: verbal warning, written warning, citation, and arrest. This analysis reports only the combination of citation and arrest, because other combinations of dispositions occurred with such low frequency.[35] Exhibit 29 in Appendix 5 shows the percentage of all stops of each racial group by agency and by each of these dispositions. Exhibit 4 summarizes the statewide averages.

Exhibit 4: Statewide Summary of Dispositions of the Stop, by race

Disposition	Asian	African-American	Hispanic	Other	White
verbal warning	18.7%	14.8%	19.9%	16.1%	18.7%
written warning	4.5%	3.8%	5.3%	3.7%	6.9%
citation	75.3%	75.2%	61.0%	77.2%	71.3%
citation and arrest	0.7%	2.4%	7.7%	1.6%	1.4%
arrest	0.8%	3.8%	6.1%	1.3%	1.7%

Source: Comptroller of the Treasury, Office of Research. Data collected between January 1, 2001 and December 31, 2001.

- *Verbal warning* – Officers issued verbal warnings to 19.9 percent of Hispanic drivers stopped, followed by 18.7 percent of Asians and of Whites, 16.1 percent of Others, and 14.8 percent of African-Americans.
- *Written warning* – Officers issued written warnings to 6.9 percent of White drivers stopped, followed by 5.3 percent of Hispanics, 4.5 for Asians, 3.8 percent of African-Americans, and 3.7 percent of Others.

---

[35] Other combinations of dispositions are coded and reported as a single disposition based on an assumed order of severity. Verbal warnings in combination with written warnings are reported as written warnings, and verbal warnings with citations or arrests are reported as one or both of the latter two. Written warnings in combination with citations or arrests are reported as one or both of the latter two.

- *Citation* – Officers issued citations (without arrest) to 77.2 percent of Others stopped, followed by 75.3 percent of Asians, 75.2 percent of African-Americans, 71.3 percent of Whites, and 61.0 percent of Hispanics.
- *Arrest* – Officers arrested (without citation) 6.1 percent of Hispanic drivers stopped, followed by 3.8 percent of African-Americans, 1.7 percent of Whites, 1.3 percent of Others, and 0.8 percent of Asians.
- *Citation and arrest* – Officers issued citations to and arrested 7.7 percent of Hispanic drivers stopped, followed by 2.4 percent of African-Americans, 1.6 percent of Others, 1.4 percent of Whites, and 0.7 percent of Asians.

Differences in the reasons officers reported for stopping vehicles do not appear to explain all of the racial variation in dispositions of stops. Exhibit 30 in Appendix 5 summarizes the statewide percentage of all stops of each racial group according to both reason for and disposition of the stop.
- Although officers gave the highest percentage of verbal warnings to Hispanic drivers overall, officers gave the highest percentage of verbal warnings to Other drivers when the stop was for a criminal reason and to Asian drivers when the stop was for a moving violation or vehicle equipment violation.
- Although officers gave the highest percentage of written warnings overall to White drivers, officers gave the highest percentage of written warnings to Asian drivers when the stop was for a criminal reason and to White drivers when the stop was for a moving violation or vehicle equipment violation.
- Officers gave Other drivers the highest percentage of citations regardless of the reason for the stop.
- Officers made the highest percentage of arrests in stops involving Hispanic and African-American drivers, in that order, regardless of the reason for the stop.

However, the reason for a stop need not always correspond with the result of the stop. For example, "criminal" stops may not result in arrests or citations. An officer may stop a vehicle because the officer believes the vehicle or driver fits a description in connection with some crime. After stopping the vehicle the officer may realize that although the vehicle fits a description, the driver is not a suspect. Similarly, if an officer stops a vehicle for an equipment violation, the officer may discover after performing a check on the drivers' license that the driver committed a crime previously.

Rates of search subsequent to stops vary by race. Officers conducted searches in approximately 7.0 percent of all stops.[36] Officers conducted searches in approximately 7.0 percent of all stops. Statewide, officers searched 16.8 percent of Hispanics stopped, followed by African-Americans (8.1 percent), Whites (5.8 percent), Other (5.4 percent), and Asians (3.1 percent). Exhibit 31 in Appendix 5 shows the percentage of all stops of each racial group by agency in which officers conducted a search as well as the percentage of those stops in which no search occurred or the officer did not indicate on the data form whether a search occurred. Exhibit 5 summarizes the statewide averages.

---

[36] Approximately 0.9 percent of all vehicle stop data forms did not indicate whether a search occurred.

Exhibit 5: Statewide Summary of Searches, by race

Did Search Occur?	Asian	African-American	Hispanic	Other	White
No Search	94.8%	91.0%	82.4%	93.9%	93.2%
Unspecified	2.1%	0.9%	0.8%	0.6%	0.9%
Search	3.1%	8.1%	16.8%	5.4%	5.8%

Source: Comptroller of the Treasury, Office of Research. Data collected between January 1, 2001 and December 31, 2001.

Differences in the reasons officers reported for stopping vehicles do not appear to explain all of the racial variation in the rates of search. Exhibit 6 summarizes the statewide percentage of all stops of each racial group according to both reason for the stop and whether officers conducted a search.

- When stopping vehicles for criminal reasons, officers searched 51.7 percent of African-Americans, compared to 50.8 percent of Hispanics, 46.0 percent of Whites, 39.8 percent of Others, and 27.0 percent of Asians.
- When stopping vehicles for moving violations, officers searched 14.1 percent of Hispanics, compared to 5.7 percent of African-Americans, 4.4 percent of Whites, 4.0 percent of Others, and 2.7 percent of Asians.
- When stopping vehicles for vehicle equipment violations, officers searched 20.3 percent of Hispanics, compared to 12.7 percent of African-Americans, 8.3 percent of Whites, 8.2 percent of Others, and 4.0 percent of Asians.

Exhibit 6: Statewide Search Rates and Reasons for Stops, by race

Reason for the Stop	Did Search Occur?	Asian	African-American	Hispanic	Other	White
Criminal	No Search	51.4%	47.7%	47.5%	56.6%	52.9%
	Unspecified	21.6%	0.6%	1.6%	3.6%	1.1%
	Search	27.0%	51.7%	50.8%	39.8%	46.0%
Moving Violation	No Search	95.9%	93.4%	85.0%	95.3%	94.7%
	Unspecified	1.5%	0.9%	0.8%	0.6%	0.9%
	Search	2.7%	5.7%	14.1%	4.0%	4.4%
Vehicle Equipment Violation	No Search	95.5%	86.6%	79.0%	91.3%	90.9%
	Unspecified	0.5%	0.7%	0.7%	0.4%	0.7%
	Search	4.0%	12.7%	20.3%	8.2%	8.3%

Source: Comptroller of the Treasury, Office of Research. Data collected between January 1, 2001 and December 31, 2001.

Differences in the dispositions of stops do not appear to explain all of the racial variation in the rates of search. Exhibit 7 summarizes the statewide percentage of all stops of each racial group according to both disposition of the stop and whether officers conducted a search.

- Of those stops in which officers gave verbal warnings, they searched 6.9 percent of Hispanics, followed by 5.3 percent of African-Americans, 5.0 percent of Whites, 3.9 percent of Others, and 2.4 percent of Asians.

- Of those stops in which officers gave written warnings, they searched 19.3 percent of Hispanics, followed by 7.8 percent of Others, 5.5 percent of African-Americans, 5.4 percent of Whites, and 2.3 percent of Asians.
- Of those stops in which officers gave citations (with no arrested), they searched 6.9 percent of Hispanics, followed by 3.0 of African-Americans, 2.7 percent of Whites, 2.5 percent of Others, and 2.0 percent of Asians.
- Of those stops in which officers made arrests (with no citation), they searched 90.5 percent of Others, followed by 84.9 percent of Whites, 80.9 percent of African-Americans, 79.8 percent of Hispanics, and 75.0 percent of Asians. The vehicle stop data form does not provide enough information to determine if a search occurred before or after the arrest.
- Of those stops in which officers both gave citations and made arrests, they searched 84.5 percent of Others, followed by 78.7 percent of Whites, 76.0 percent of Asians, 73.9 percent of African-Americans, and 68.2 percent of Hispanics.

Exhibit 7: Statewide Search Rates and Disposition of Stops, by race

Disposition	Did Search Occur?	Asian	African-American	Hispanic	Other	White
verbal warning	No Search	97.2%	93.4%	92.4%	95.3%	93.4%
	Unspecified	0.4%	1.3%	0.7%	0.8%	1.6%
	Search	2.4%	5.3%	6.9%	3.9%	5.0%
written warning	No Search	91.9%	92.7%	80.2%	91.8%	93.7%
	Unspecified	5.8%	1.8%	0.5%	0.4%	0.9%
	Search	2.3%	5.5%	19.3%	7.8%	5.4%
citation	No Search	96.6%	96.3%	92.0%	96.9%	96.6%
	Unspecified	1.4%	0.7%	1.0%	0.6%	0.7%
	Search	2.0%	3.0%	6.9%	2.5%	2.7%
citation and arrest	No Search	24.0%	26.1%	31.8%	15.5%	21.3%
	Unspecified	-	0.1%	-	-	0.1%
	Search	76.0%	73.9%	68.2%	84.5%	78.7%
arrest	No Search	21.9%	18.9%	19.7%	9.5%	14.8%
	Unspecified	3.1%	0.2%	0.4%	-	0.3%
	Search	75.0%	80.9%	79.8%	90.5%	84.9%

Source: Comptroller of the Treasury, Office of Research. Data collected between January 1, 2001 and December 31, 2001.

The incidences of evidence seized and the types of evidence seized as a result of searches vary by race. Officers seized evidence in approximately 1.4 percent of all stops.[37] Exhibit 32 in Appendix 5 shows the percentage of all stops for each racial group by agency in which evidence was seized, as well as the percentage of those stops in which no evidence was seized or the officer did not indicate on the data form whether evidence was seized; Exhibit 8 summarizes the statewide averages of those percentages.

---

[37] Approximately 1.3 percent of vehicle stop data forms did not indicate whether evidence was seized. However, because searches constituted only seven percent of all stops, it appears that many officers neglected to indicate "No" for Evidence in cases where no search occurred.

Exhibit 9 shows the statewide percentage of all evidence for each racial group in which officers seized weapons, drugs, "other,"[38] and all possible combinations of these three classifications. Exhibit 10 shows the statewide percentage of all evidence statewide falling into one of these six possible categories of types of evidence.

- Officers seized evidence in 1.8 percent of stops involving Hispanic drivers, 1.6 percent of African-Americans, 1.2 percent of Whites, 0.6 percent of Others, and 0.2 percent of Asians. (See Exhibit 8.)

Exhibit 8: Evidence as a Percentage of Total Stops Statewide, by race

Was Evidence Seized?	Asian	African-American	Hispanic	Other	White
No Evidence Seized	58.0%	57.0%	68.7%	63.8%	54.6%
Unspecified	41.7%	41.4%	29.5%	35.6%	44.2%
Evidence Seized	0.2%	1.6%	1.8%	0.6%	1.2%

Source: Comptroller of the Treasury, Office of Research. Data collected between January 1, 2001 and December 31, 2001.

- Officers seized drugs most often from African-Americans, Whites, and Others. Officers seized "other" evidence most often from Asians and Hispanics. (See Exhibit 9.)

Exhibit 9: Types of Evidence as a Percentage of All Evidence Seized from that Group Statewide

Evidence	Asian	African-American	Hispanic	Other	White
weapon	-	9.8%	6.4%	11.4%	6.9%
drugs	28.6%	49.4%	33.7%	43.2%	45.6%
other	42.9%	27.5%	55.6%	38.6%	33.7%
weapon and drugs	-	5.1%	0.5%	-	3.5%
weapon and other	-	0.9%	0.5%	-	1.2%
drugs and other	28.6%	7.2%	3.2%	6.8%	9.2%

Source: Comptroller of the Treasury, Office of Research. Data collected between January 1, 2001 and December 31, 2001.

- Of all evidence taken statewide, officers seized drugs most often. Drugs seized from African-Americans constituted 22.8 percent of all evidence seized, and drugs seized from Whites constituted 22.5 percent of all evidence seized. Drugs in combination with weapons or other types of evidence seized from Whites constituted an additional 6.2 percent of all evidence seized, and these types of evidence taken from African-Americans constituted another 5.7 percent of all evidence seized. (See Exhibit 10.)
- Of all evidence taken statewide, the second-most common evidence officers seized was that classified as "other." "Other" evidence seized from Whites constituted 16.6

---

[38] Discussions with participating agencies suggest that "other" most commonly consists of money, stolen property, or drug paraphernalia. In addition, officers generally confiscate license plates that have been placed on the wrong vehicle, and these are included in the "other" category.

percent of all evidence seized, and "other" seized from African-Americans constituted 12.7 percent of all evidence seized. "Other" in combination with weapons or drugs constituted an additional 9.0 percent of all evidence seized. (See Exhibit 10.)

Exhibit 10: Evidence as a Percentage of Total Evidence Seized Statewide, by race

Evidence	Asian	African-American	Hispanic	Other	White
weapon	-	4.5%	0.2%	0.1%	3.4%
drugs	0.0%	22.8%	1.1%	0.3%	22.5%
other	0.1%	12.7%	1.8%	0.3%	16.6%
weapon and drugs	-	2.4%	0.0%	-	1.7%
weapon and other	-	0.4%	0.0%	-	0.6%
drugs and other	0.0%	3.3%	0.1%	0.1%	4.5%

Source: Comptroller of the Treasury, Office of Research. Data collected between January 1, 2001 and December 31, 2001.

Differences in the rate of search do not appear to explain all of the racial variation in evidence seized. Exhibit 11 summarizes evidence seized as a percentage of all searches. Officers searched:

- Hispanics 140 percent more often than the statewide average, and officers seized evidence from Hispanics 29 percent more often.
- African-Americans 16 percent more often than the statewide average, and officers seized evidence from African-Americans 14 percent more often.
- Whites 17 percent less often than the statewide average, and officers seized evidence from Whites 14 percent less often.
- Others 23 percent less often than the statewide average, and officers seized evidence from Others 57 percent less often.
- Asians 56 percent less often than the statewide average, and officers seized evidence from Asians 86 percent less often.
- Instances in which officers did not seize evidence after a search were most common among Hispanics (86.9 percent), followed by 84.7 percent for Others, 76.9 percent for Asians, 75.2 percent for African-Americans, and 73.9 percent for Whites.

Exhibit 11: Evidence as a Percentage of Total Searches Statewide, by race

Was Evidence Seized?	Asian	African-American	Hispanic	Other	White
No Evidence Seized	76.9%	75.2%	86.9%	84.7%	73.9%
Unspecified	16.5%	5.7%	2.8%	3.8%	6.0%
Evidence Seized	6.6%	19.2%	10.3%	11.5%	20.1%

Source: Comptroller of the Treasury, Office of Research. Data collected between January 1, 2001 and December 31, 2001.

Neither statute nor case law clearly defines the appropriate place of race in law enforcement decisions. The state and federal constitutions provide similar protections

against "unreasonable search and seizure,"[39] but neither state nor federal laws describe the circumstances in which consideration of race may make a search or seizure "unreasonable." Case law on the subject provides some guidance; courts have generally viewed race as appropriately combined with other criteria for search and seizure as long as it is not the only criterion. However, court decisions are not consistent in the degree of their acceptance of race as a "reasonable" criterion, and some have also pointed out the relevance of the Fourteenth Amendment ("equal protection of the laws")[40] to these cases.

Recommendations

The General Assembly may wish to define statutorily the appropriate consideration of race in search and seizure. Such a definition may also include the appropriate use of age, gender, and other factors in these situations.

The General Assembly may wish to require policies and procedures specifically related to profiling in all state and local law enforcement agencies. Examples of such requirements in other states include: ongoing data collection and analysis, training requirements, formal public input, and policies explicitly addressing racially biased policing. Individual agencies already engage in some of these activities, and the state may play a role by defining a set of common preventative measures applicable to all its residents.

If the General Assembly wishes to continue studying vehicle stops, the Department of Safety should develop a licensed driver database that contains uniformly collected and geographically referenced data. At present, licensed driver data are not of sufficient quality to make accurate comparisons with other data. Such a database would permit more meaningful and sophisticated analyses of vehicle stop data.

---

[39] Constitution of the State of Tennessee, Article I, Section 7; Constitution of the United States of America, Amendment IV.
[40] Constitution of the United States of America, Amendment XIV, Section 1.

Appendix 1: Public Chapter 910 of 2000

CHAPTER NO. 910

SENATE BILL NO. 2415

By Dixon

Substituted for: House Bill No. 2517

By Brooks, Arriola, Cooper, Towns, Larry Miller

AN ACT To amend Tennessee Code Annotated, Title 4, Chapter 7, Part 1; Title 6, Chapter 54 and Title 8, Chapter 8, Part 2, relative to law enforcement.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF TENNESSEE:

SECTION 1. It is the intent of the General Assembly that the provisions of this act shall serve as a permissive pilot project and as such shall apply to the Tennessee Highway Patrol and any municipal police department or sheriff's department whose commissioner, safety director, chief or sheriff notifies the Comptroller of the Treasury by September 1, 2000, of it's willingness to participate in such project.

SECTION 2. (a) Commencing on January 1, 2001, and continuing through the calendar year, the highway patrol and each municipal police department and sheriff's office to which this act applies, using the form developed and promulgated pursuant to subsection (d) of this section, shall record and retain the following information:

(1) The number of persons stopped for traffic violations;

(2) Characteristics of race, color, ethnicity, gender and age of such persons, provided the identification of such characteristics shall be based on the observation and perception of the law enforcement officer responsible for reporting the stop and the information shall not be required to be provided by the person stopped;

(3) The nature of the alleged traffic violation that resulted in the stop;

(4) Whether a warrant or citation was issued, an arrest made or a search conducted as a result of the stop; and

(5) If a search was conducted, the type of search and the legal basis for that search, and whether contraband was discovered and property was seized.

(b) The highway patrol and each municipal police department or sheriff's office to which this act applies shall begin submitting such data and information to the Comptroller of the Treasury on a monthly basis, beginning not later than February 1, 2001, by submitting or electronically transferring a copy of the form prescribed by the Comptroller.

(c) Any law enforcement officer who in good faith records traffic stop information pursuant to the requirements of this section shall not be held civilly liable for the act of recording such information.

(d) The Comptroller shall, within the limits of existing resources, provide for a review of the prevalence and disposition of traffic stops reported pursuant to this section and develop and promulgate a form, in both printed and electronic format, to be used by law enforcement officers to which this act applies when making a traffic stop to record personal identifying information about the operator of the motor vehicle that is stopped, the location of the stop, the reason for the stop and other information that is required to be recorded pursuant to subsection (a) of this section. Not later than April 1, 2002, the Comptroller shall report to the Governor and General Assembly the results of such review, including any recommendations.

(e) The provisions of this act shall be in effect from the effective date of this act until July 1, 2002.

SECTION 3. This act shall take effect upon becoming a law, the public welfare requiring it.

PASSED: June 6, 2000

JOHN S. WILDER
SPEAKER OF THE SENATE

JIMMY NAIFEH, *SPEAKER*
HOUSE OF REPRESENTATIVES

APPROVED this   19th   day of   June   2000

DON SUNDQUIST, GOVERNOR

Appendix 2: Contacts and Participants

Individuals Contacted

Rex Barton
Municipal Technical Advisory Service

Meredith Bliss
Oregon Criminal Justice Commission

Mark Bracey and Dale Robinson
Tennessee Peace Officer Standards and Training Commission

Molly Burton
National Conference of State Legislatures

Martha Campbell and Nichon Shannon
Civil Rights and Claims Division, Tennessee Office of the Attorney General

Gina Caruolo
Rhode Island Justice Commission

Mike Conger
Knoxville-Knox County Metropolitan Planning Commission

Rob Davis
San Jose Police Department

Dean Esserman
Stamford Police Department

Amy Farrell, Jack McDevitt, and Deborah Ramirez
Northeastern University

Lori Fridell
Police Executive Research Forum

Tom Foster
Washington State Patrol

Tim Johnson and Ernest Stallworth
U.S. Department of Justice, Community Relations Service

Tony McElroy
San Diego Police Department

Diane Murray
Tennessee Department of Tourist Development

Didi Nelson
U.S. Attorney's Office, Northern District of Georgia

Brian E. Noland and Greg Schutz
Tennessee Higher Education Commission

Patricia O'Hagan
Connecticut Office of Policy and Management

Denny Rhodes
West Virginia Performance Evaluation and Research Division

Bob Scales
City of Seattle

Cyrus Sheik
Nashville Metropolitan Planning Commission

Lt. John Stevens, Richard Kilburn, Steve Jones
Metro-Nashville Police Department

H. Sarah Sun
Shelby County Metropolitan Planning Commission

M.W. Thaler
Houston Police Department

Jackie Vandercook and Gina Withers
Tennessee Bureau of Investigation

Hedy Weinberg
American Civil Liberties Union

Cara Westin
Sacramento Police Department

Brian Williams
Vanderbilt University

Jeff Winstead
North Carolina Highway Patrol

Tim Yungfer
Michigan State Police Department

Professor Matt Zingraff
North Carolina State University

Appendix 2 (continued)

Exhibit 12: Participating Law Enforcement Agencies*

Ardmore Police Department	Lenoir City Police Department
Athens Police Department	Madison County Sheriff's Department
Atoka Police Department	Manchester Police Department
Belle Meade Police Department	Martin Police Department
Brownsville Police Department	Maury County Sheriff's Department
Camden Police Department	Memphis Police Department
Chattanooga Police Department	Metro-Nashville Police Department
Clarksville Police Department	Middle Tennessee State University
Coffee County Sheriff's Department	Millersville Police Department
Dyersburg Police Department	Oak Ridge Police Department
East Ridge Police Department	Obion Police Department
Estill Springs Police Department	Oliver Springs Police Department
Fayetteville Police Department	Paris Police Department
Franklin Police Department	Pulaski Police Department
Gates Police Department	Ripley Police Department
Halls Police Department	Roane County Sheriff's Department
Haywood County Sheriff's Department	Rutledge Police Department
Humboldt Police Department	Signal Mountain Police Department
Jackson Police Department	Sumner County Sheriff's Department
Jellico Police Department	Trimble Police Department
Knoxville Police Department	Union City Police Department
Lake City Police Department	Whiteville Police Department

* Nearly all participating agencies contributed to the development of the vehicle stops data form and to some degree with the interpretation of the data.

Appendix 3: Vehicle Stop Data Form and Instructions to Participating Agencies

Exhibit 13: Vehicle Stops Data Form[*]

Vehicle Stops Data Form

9558357181

ORI Number

T N [ ][ ][ ][ ][ ][ ][ ]

ID #

[ ][ ][ ][ ][ ][ ]

Location (Beat, District, Sector, Tract, Zone)

[ ][ ][ ][ ][ ][ ][ ][ ][ ][ ]

Gender (Choose One)
○ Male ○ Female

Time (Military)
[ ][ ] [ ][ ]

Date (mm dd yy)
[ ][ ] [ ][ ] 0 1

Race/Ethnicity (Choose one)
○ African American ○ Asian ○ Hispanic ○ White ○ Other (Not Apparent)

Approximate Age (Choose One)
○ Under 16 ○ 16-25 ○ 26-35 ○ 36-45 ○ 46-60 ○ 61-70 ○ Over 70

Reason for Initiating Stop (Choose One)
○ Moving Traffic Violation ○ Vehicle Equipment Violation ○ Criminal

Results of Stop (Choose All That Apply)
○ Citation Issued ○ Written Warning ○ Verbal Warning ○ Arrest Made

Who Was Action Taken Against? (Choose All That Apply)
○ Driver ○ Passenger(s)

Did Search Occur? (Choose One)
○ Yes ○ No

Type of Search (Choose All That Apply)
○ Vehicle ○ Personal Effects ○ Driver ○ Passengers

Legal Basis for Search (Choose All That Apply)
○ Consent ○ Warrant
○ Probable Cause ○ Inventory
○ Incident to Arrest ○ Plain View

Was Physical Evidence Seized? (Choose One)
○ Yes ○ No

Type of Evidence Seized (Choose All That Apply)
○ Weapon(s) ○ Drugs ○ Other

---

[*] The actual vehicle stop data form is approximately 25% larger than the one shown here.

Appendix 3 (continued)

General Instructions
The Vehicle Stops Data Form is to be completed each time a law enforcement officer
stops a vehicle. However, this form does not have to be completed at roadblocks or at
checkpoints. When completing each form, fill-in the appropriate ovals using black pen,
blue pen, or pencil. These forms will be scanned so please do not fold, staple or copy the
forms. To obtain additional forms please call (615) 532-1111.

Specific Instructions

ORI Number
Record your agency's ORI number.

Employee Identification Number
Record your identification number.

Location
Record where the stop took place such as a beat, district, sector, tract, or zone.
Do not place street address information in these boxes. If your agency will only use a
street address, be advised that a street address will not be processed, and therefore must
not be placed in the boxes for location at the top of the Vehicle Stops Data Form.
Alternatively, street address information can be placed at the bottom of the form.

Time
Using military time, record when the stop occurred.

Date
Record the day and month when the stop occurred.

Gender (choose one)
Record the gender of the driver based on your perception. Select from the following:
Male or Female

Race/Ethnicity (choose one)
Record the race/ethnicity of the driver based on your perception from the following
categories: African-American, Asian, Hispanic, White or Other.
 The following race and ethnic categories and definitions are from the Revisions to the
Standards for the Classification of Federal Data on Race and Ethnicity.[41]
 African-American- A person having origins in any of the black racial groups of Africa.
 Asian- A person having origins in any of the original peoples of the Far East, Southeast
Asia, or the Indian subcontinent including, for example, Cambodia, China, India, Japan,
Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.

---

[41] U.S. Office of Management and Budget, Revisions to the Standards for the Classification of Federal Data
on Race and Ethnicity, http://www.census.gov/population/www/socdemo/race/Ombdir15.html (accessed
November 30, 2000).

Hispanic- A person of Cuban, Mexican, Puerto Rican, Cuban, South or Central American, or other Spanish culture or origin, regardless of race.

White- A person having origins in any of the original peoples of Europe, the Middle East, or North Africa.

Other- the standards do not include an "other" category, but for the purposes of this project, other is any of the race/ethnic categories not defined above.

Approximate age (choose one)
Record the age of the driver based on your perception. Select from the following: under 16, 16-25, 26-35, 36-45, 46-60, 61-70, over 70.

Reason for initiating stop (choose one)
Record the primary reason for initiating the stop from the following:
Moving traffic violation, Vehicle equipment violation, or Criminal. Criminal includes any criminal activity, belief of criminal activity, or suspicious behavior.

Results of stop (choose all that apply)
Record the result(s) of the stop from the following:
Citation issued, Written warning, Verbal warning, Arrest made.

Who was action taken against? (choose all that apply)
Record against whom action was taken from the following:
Driver, Passenger(s).

Did search occur? (choose one)
Record whether or not a search occurred.

Type of search? (choose all that apply)
Record the type(s) of search from the following:
Vehicle, Driver, Personal Effects, Passenger(s).

Legal basis for search? (choose all that apply)
Record the legal basis for the search from the following:
Consent, Warrant, Probable cause, Inventory, Incident to Arrest, Plain View.

Was physical evidence seized? (choose one)
Record whether or not physical evidence was seized.

Type of Evidence Seized (choose all that apply)
Record the type(s) of evidence seized from the following:
Weapon(s), Drugs, Other.

Appendix 4: Mitigating Factors in Racial Profiling Analysis

Exhibit 14: Comparison of City and Zip Code Boundaries
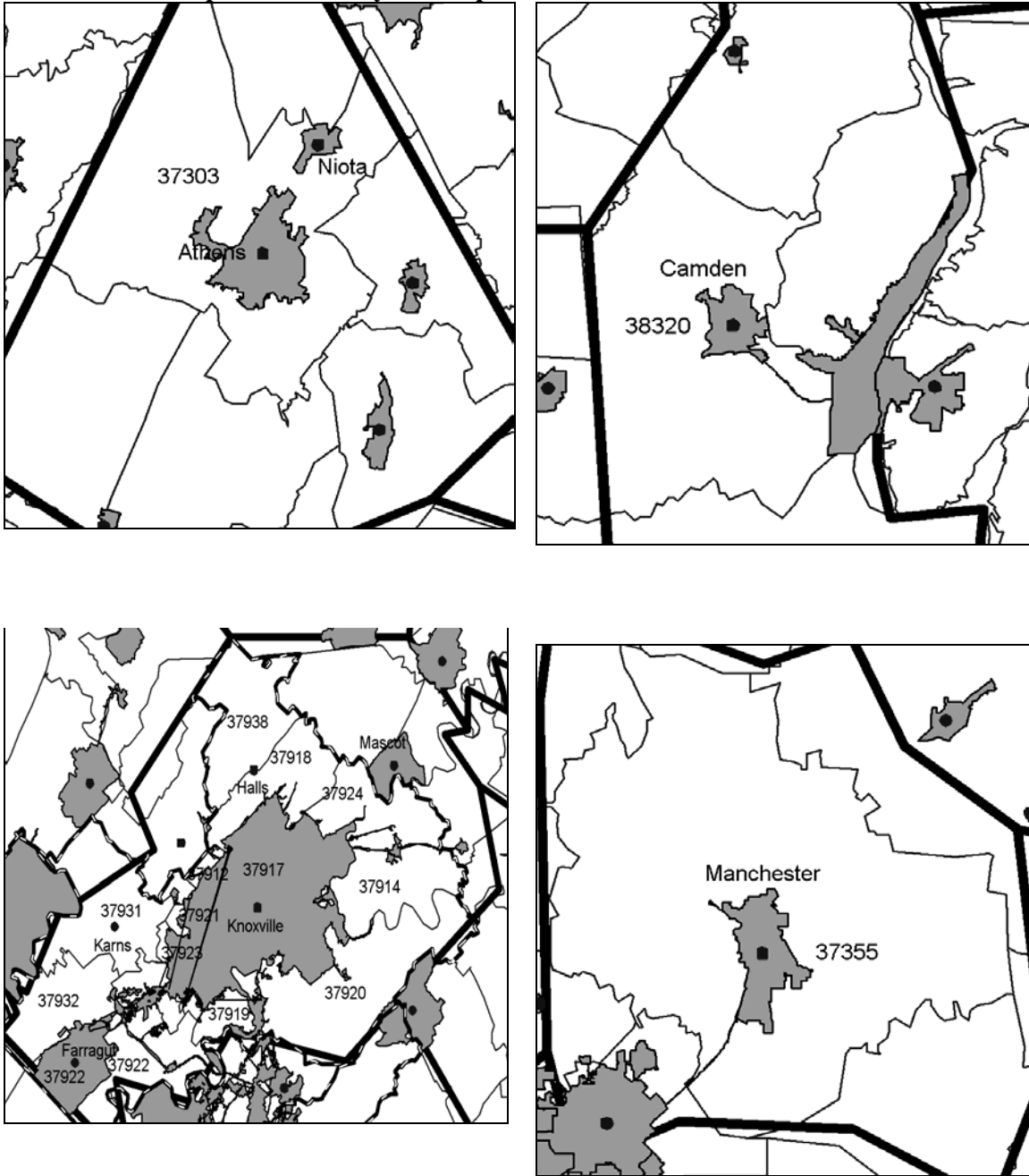
Source: Comptroller of the Treasury, Office of Research.

Appendix 4 (continued)

Exhibit 15: Location and Racial/Ethnic Make-up of Tennessee Board of Regents and University of Tennessee Four-year Institutions, 2000

Institution	Location	Caucasian	Black	Other	Not Reported
APSU	Clarksville	67.2%	18.5%	8.0%	6.2%
ETSU	Johnson City	90.6%	4.7%	3.4%	1.3%
ETSU Med.	Johnson City	78.9%	11.6%	9.5%	0.0%
MTSU	Murfreesboro	84.7%	11.0%	4.0%	0.3%
TSU	Nashville	20.8%	76.7%	2.4%	0.0%
TTU	Cookeville	92.5%	3.4%	4.0%	0.1%
UM	Memphis	62.1%	30.7%	6.9%	0.3%
UTC	Chattanooga	79.1%	15.9%	5.0%	0.0%
UTK*	Knoxville	87.8%	6.0%	5.8%	0.4%
UTM	Martin	82.2%	14.0%	3.8%	0.0%
UT Memphis	Memphis	74.7%	12.7%	11.7%	0.8%
UT Space Inst.	Tullahoma	75.4%	7.0%	17.5%	0.0%

Source: Tennessee Higher Education Commission, Statistical Abstract of Tennessee Higher Education, 2000-01.

Note: University of Tennessee Veterinary School is not included.

Exhibit 16: Location and Racial/Ethnic Make-up of Tennessee Independent Colleges and Universities, 2000

Institution	Location	Caucasian	Black	Other*	Unclassified	Foreign
Aquinas	Nashville	68.4%	20.0%	4.7%	6.7%	0.2%
Belmont	Nashville	90.3%	3.4%	2.8%	2.7%	0.9%
Bethel	McKenzie	79.6%	14.5%	1.8%	0.1%	4.0%
Bryan	Dayton	91.0%	2.3%	2.1%	2.4%	2.1%
Carson-Newman	Jefferson City	88.9%	5.5%	1.1%	0.9%	3.7%
Christian Brothers	Memphis	59.2%	27.4%	4.7%	3.9%	4.8%
Crichton	Memphis	44.2%	48.3%	1.5%	5.5%	0.5%
Cumberland	Lebanon	80.9%	15.2%	2.5%	0.0%	1.4%
Fisk	Nashville	0.9%	74.4%	0.2%	20.4%	4.0%
Free Will Baptist Bible	Nashville	95.6%	1.6%	0.6%	0.0%	2.2%
Freed-Hardeman	Henderson	81.4%	13.6%	1.1%	1.6%	2.2%
Hiwassee	Madisonville	88.0%	7.6%	0.8%	0.0%	3.7%
John A. Gupton	Nashville	76.8%	23.2%	0.0%	0.0%	0.0%
Johnson Bible	Knoxville	95.1%	1.6%	1.1%	0.0%	2.2%
King	Bristol	84.4%	2.0%	1.8%	0.0%	11.8%
Lambuth	Jackson	79.9%	15.0%	1.0%	0.3%	3.8%
Lane	Jackson	0.1%	99.9%	0.0%	0.0%	0.0%
Lee	Cleveland	85.2%	2.5%	3.8%	6.7%	1.8%
Lemoyne-Owen	Memphis	0.0%	92.5%	0.1%	4.2%	3.1%
Lincoln Memorial	Harrogate	82.5%	3.8%	0.3%	11.4%	2.0%
David Lipscomb	Nashville	81.6%	3.9%	1.7%	11.1%	1.8%
Martin Methodist	Pulaski	70.8%	10.7%	2.4%	0.0%	16.2%
Maryville	Maryville	88.9%	5.4%	2.7%	0.1%	3.0%
Meharry Medical	Nashville	9.5%	75.5%	12.2%	0.0%	2.9%
Memphis College of Art	Memphis	74.4%	15.6%	2.4%	0.0%	7.6%
Milligan	Milligan	94.7%	1.8%	1.4%	0.0%	2.1%
Rhodes	Memphis	86.9%	4.4%	4.2%	3.2%	1.3%
Southern Adventist	Collegedale	74.0%	6.1%	14.7%	0.0%	5.2%
So. College of Optometry	Memphis	84.6%	3.5%	9.8%	0.2%	1.9%
Tennessee Wesleyan	Athens	90.8%	2.9%	1.0%	0.0%	5.3%
Trevecca Nazarene	Nashville	82.8%	10.5%	2.7%	3.4%	0.6%
Tusculum	Greeneville	88.3%	8.8%	1.0%	0.0%	1.9%
Union	Jackson	88.1%	7.6%	1.4%	0.9%	2.0%
University of the South	Sewanee	92.4%	3.4%	2.3%	0.0%	1.9%
Vanderbilt	Nashville	72.1%	5.4%	7.7%	6.5%	8.3%

Source: Tennessee Higher Education Commission, Statistical Abstract of Tennessee Higher Education, 2000-01.
*Other includes American Indian, Spanish-surnamed, and Asian students.

Appendix 4 (continued)

Exhibit 17: Number of Vehicles Available per Household, 1990

City	White, None	White, 1 or more	Black, None	Black, 1 or more	Asian, None	Asian, 1 or more	Hispanic, None	Hispanic, 1 or more	All Households, None	All Households, 1 or more
Chattanooga	9%	91%	32%	68%	7%	93%	16%	84%	16%	84%
Clarksville	5%	95%	21%	79%	4%	96%	5%	95%	8%	92%
Jackson	9%	91%	30%	70%	0%	100%	17%	83%	16%	84%
Knoxville	12%	88%	34%	66%	13%	87%	19%	81%	15%	85%
Memphis	7%	93%	29%	71%	10%	90%	18%	82%	17%	83%
Nashville	7%	93%	25%	75%	4%	96%	8%	92%	11%	89%

Source: U.S. Census Bureau.

Appendix 4 (continued)

Exhibit 18: Transportation Options, 1995

Mode of Transportation	Race/Ethnicity		
	White	African-American	Hispanic
Total auto	90.9%	77.8%	83.4%
HOV – vehicles with two or more occupants	46.0%	41.2%	47.7%
SOV – vehicles with driver and no passengers	44.8%	36.4%	35.7%
Total transit	1.1%	8.1%	3.6%
Bus and light rail	0.6%	6.3%	2.2%
Metro/subway/heavy rail	0.3%	1.3%	1.0%
Commuter rail	0.2%	0.5%	0.3%
School bus	1.6%	2.5%	1.9%
Taxicab	0.2%	0.6%	0.3%
Bicycle	0.9%	0.8%	0.8%
Walk	4.8%	9.9%	9.4%
Other	0.6%	0.3%	0.6%
All	100.0%	100.0%	100.0%

Source: John Pucher, Tim Evans, and Jeff Wenger, "Socioeconomics of Urban Travel: Evidence from the 1995 NPTS," *Transportation Quarterly*, Summer 1998, p. 25.

Appendix 4 (continued)

Exhibit 19: Part I (Violent and Property) Crimes in Davidson County, 2001
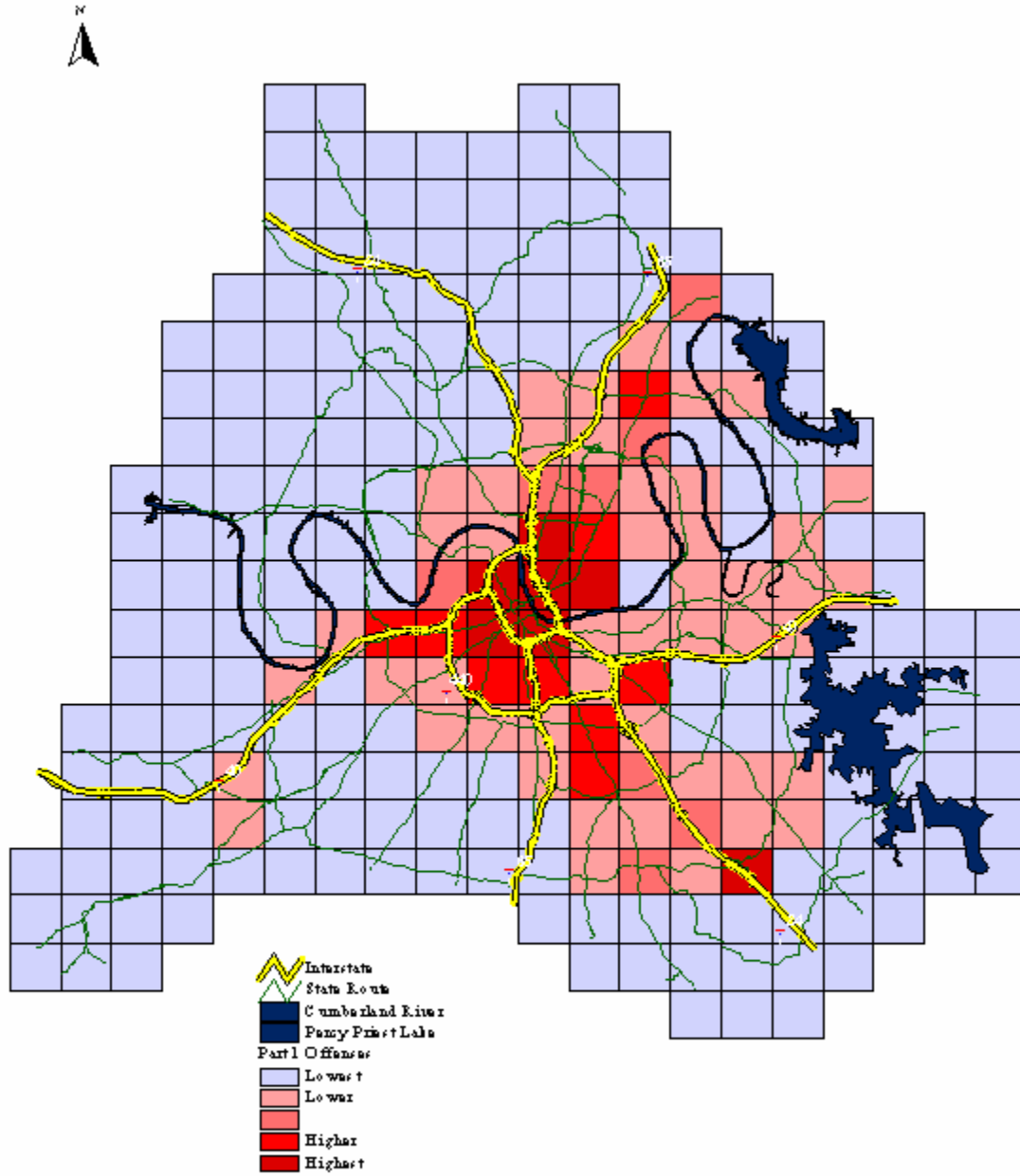
Appendix 4 (continued)

Exhibit 20: Minutes of Officer Activity in Davidson County, 2001
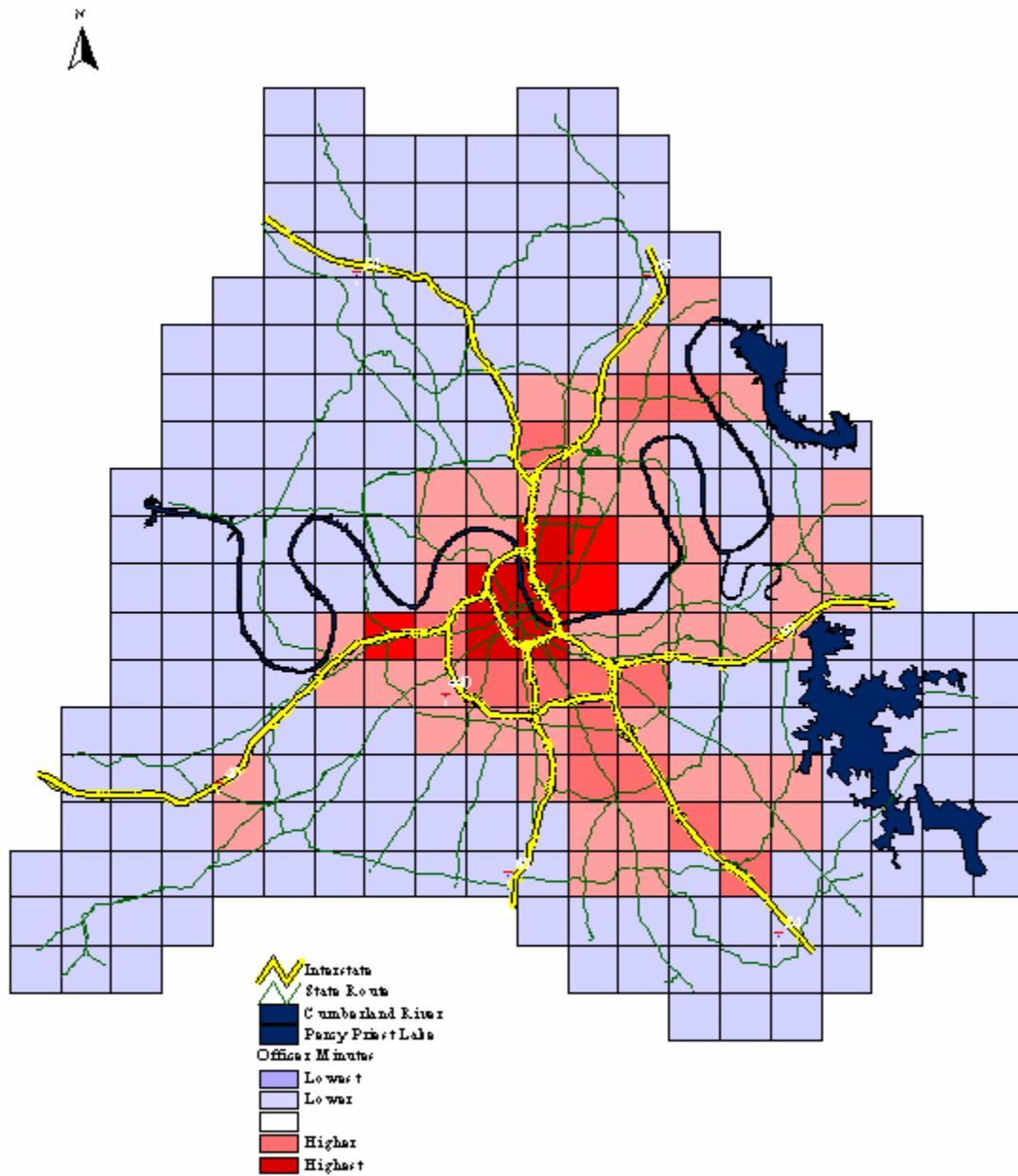
Appendix 4 (continued)

Exhibit 21: African-American Licensed Drivers in Davidson County, 2001
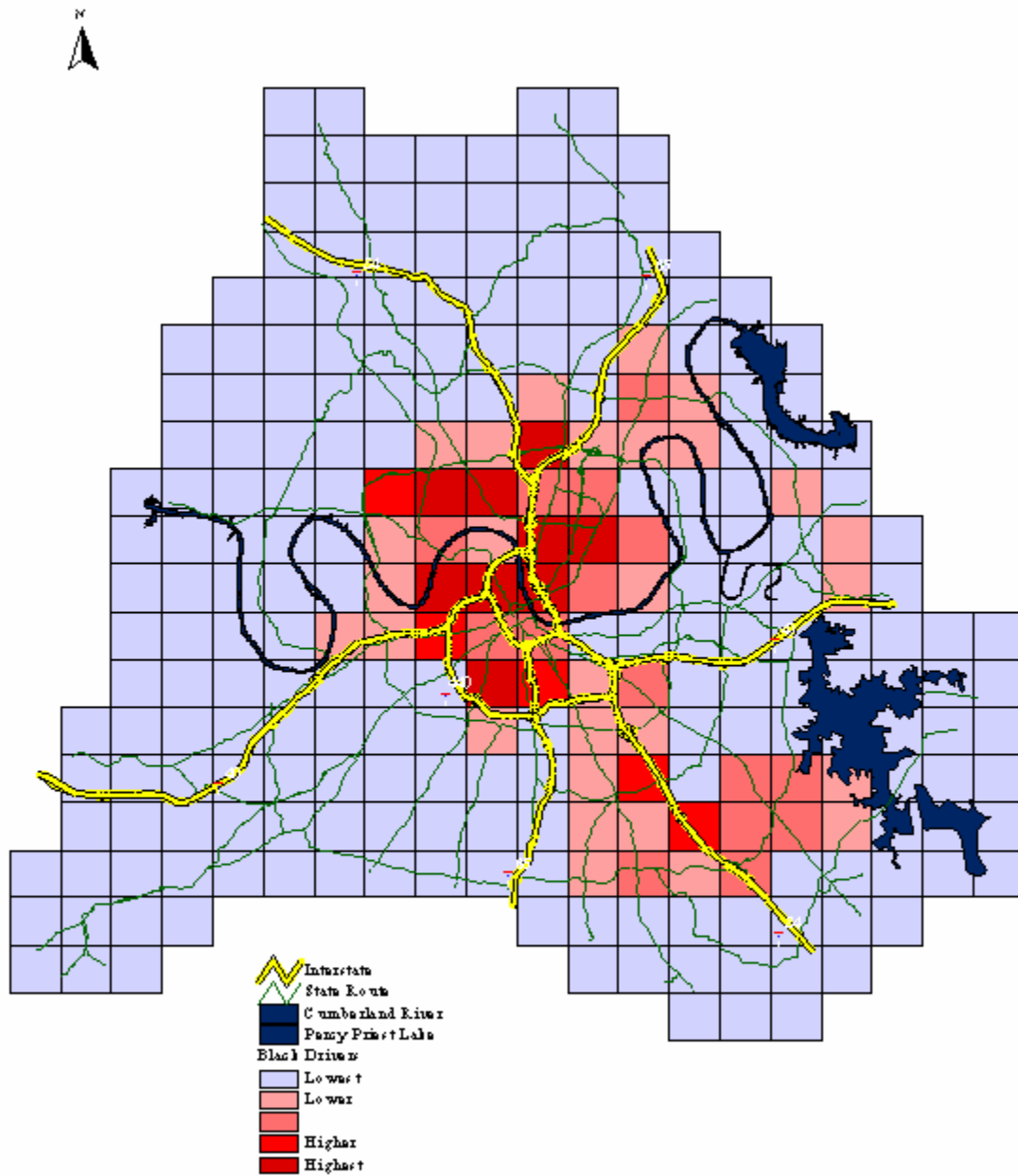
Exhibit 22: White Licensed Drivers in Davidson County, 2001
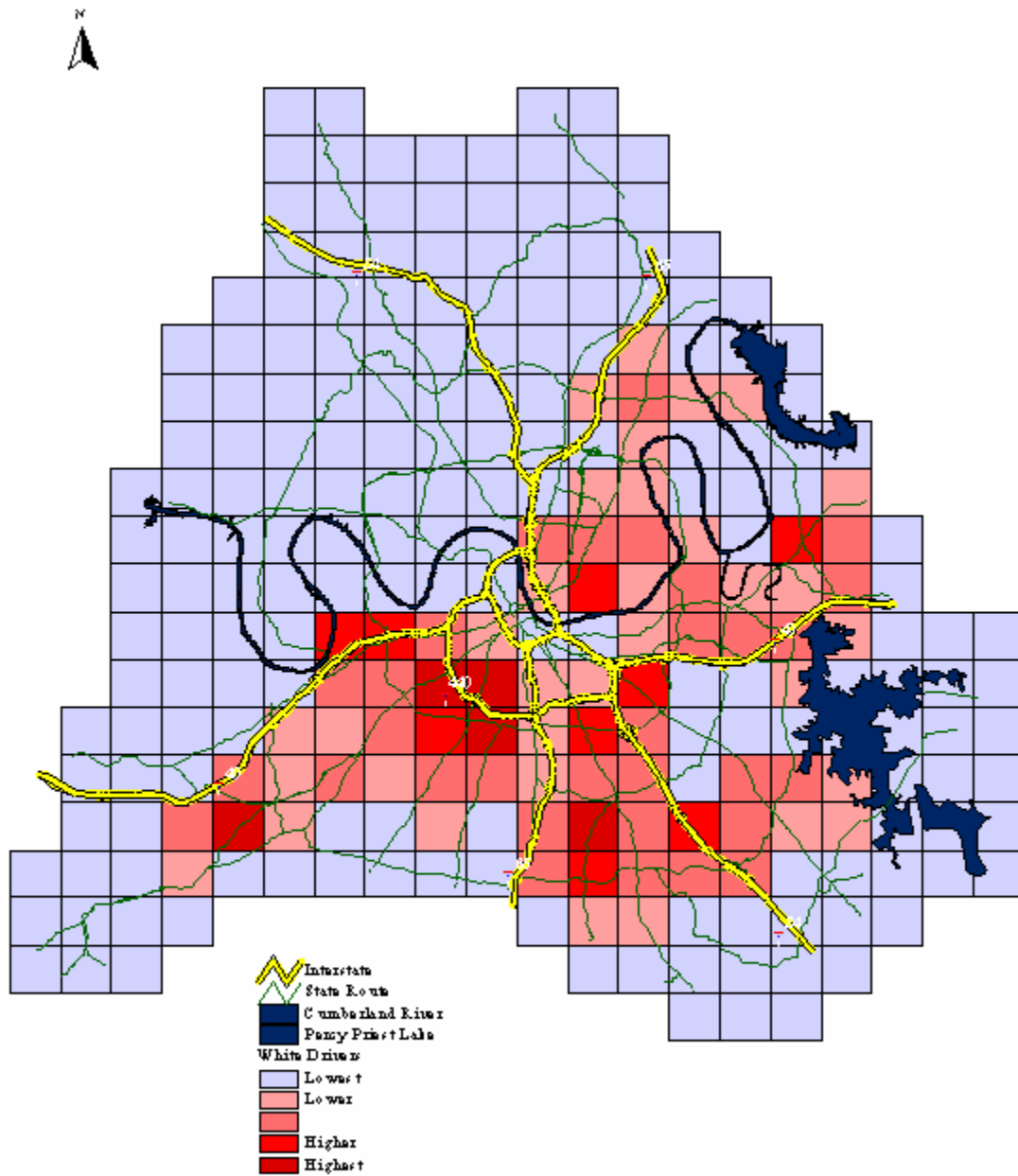
Appendix 4 (continued)

Exhibit 23: "Non-White"[1] Residents of Davidson County, 2000
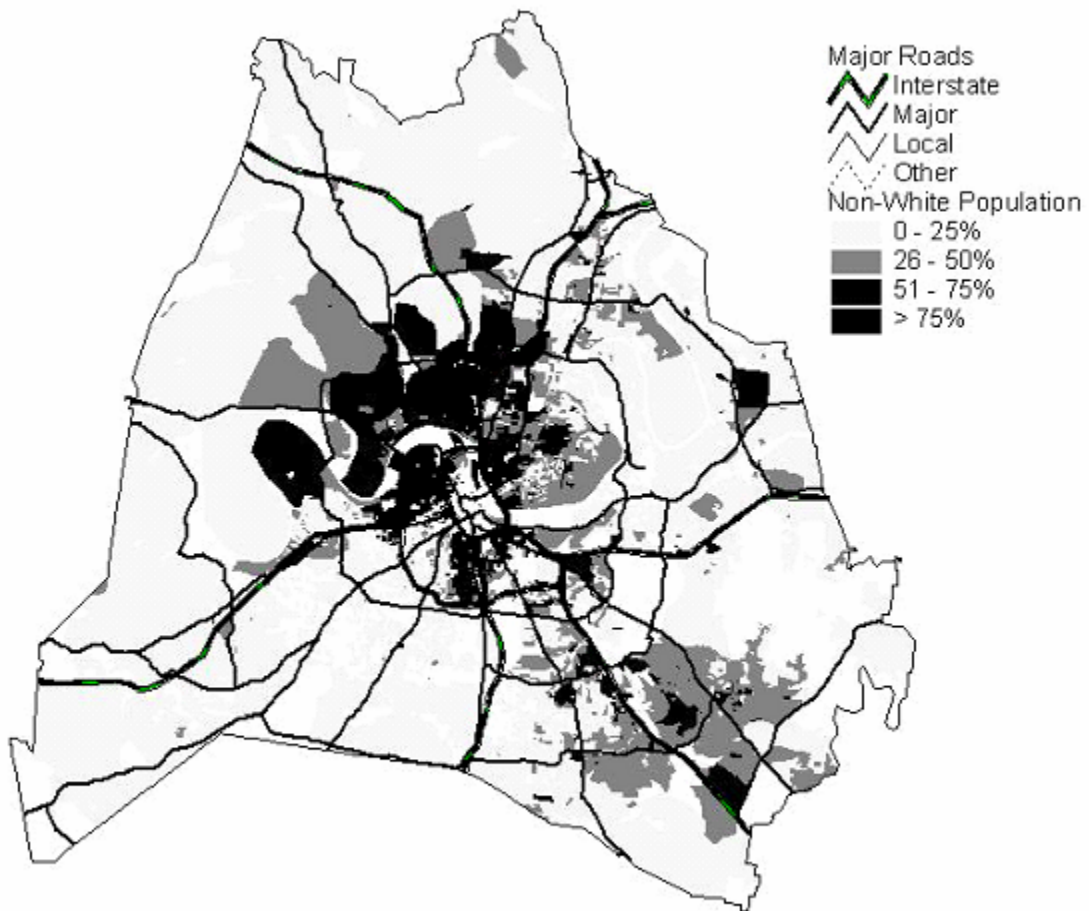
[1] "White" is defined here as it is used on the vehicle stop data form, not including Hispanics.

Appendix 4 (continued)

Exhibit 24: Monthly Frequency of Vehicle Stops, 2001

Agency	January	February	March	April	May	June	July	August	September	October	November	December	No Date	Total
Ardmore PD	48	20	14	22	12	4	62	32	7	39	18	22	15	**315**
Athens PD	801	706	568	488	496	551	576	556	517	398	389	397	30	**6,473**
Atoka PD	138	132	135	170	103	111	119	98	90	75	90	75	0	**1,336**
Belle Meade PD	402	341	221	196	242	252	255	244	164	199	173	45	50	**2,784**
Brownsville PD	390	359	380	279	254	251	531	519	253	383	250	186	41	**4,076**
Camden PD	46	68	55	93	40	38	25	27	18	22	4	4	4	**444**
Chattanooga PD	2,213	1,896	1,721	1,173	1,178	1,939	2,443	2,764	2,733	3,028	2,563	1,945	672	**26,268**
Clarksville PD	1,917	1,594	1,197	1,184	1,111	1,113	911	991	770	600	686	510	50	**12,634**
Coffee County SD	87	38	15	18	37	68	59	72	60	36	25	50	4	**569**
Dyersburg PD	475	356	384	356	598	482	466	438	419	388	415	403	6	**5,186**
East Ridge PD*	452	500	516	461	496	437	422	451	396	303	239	0	112	**4,785**
Estill Springs PD	116	120	95	123	103	149	91	121	71	80	93	141	34	**1,337**
Fayetteville PD	399	268	196	187	171	175	268	251	174	260	278	211	0	**2,838**
Franklin PD	1,492	1,555	1,481	1,463	1,468	1,444	1,543	1,520	1,658	1,533	1,386	1,199	0	**17,742**
Gates PD	27	36	38	46	66	27	5	8	5	5	25	10	4	**302**
Halls PD	22	31	28	42	63	43	40	34	24	60	42	25	5	**459**
Haywood County SD	33	27	40	10	4	17	25	26	12	6	13	12	6	**231**
Humboldt PD	167	145	166	183	116	116	221	90	76	65	51	14	67	**1,477**
Jackson PD	1,145	1,192	941	945	855	813	661	655	610	568	708	441	142	**9,676**
Jellico PD	124	67	29	15	11	11	24	6	3	3	0	0	10	**303**
Knoxville PD	5,122	3,233	2,756	2,873	3,408	2,424	3,294	3,680	3,128	2,948	3,620	4,227	663	**41,376**
Lake City PD	59	81	155	96	123	126	121	130	126	96	68	122	42	**1,345**
Lenoir City PD	328	227	235	113	34	83	240	152	69	51	29	47	19	**1,627**
Madison County SD	146	293	314	281	178	204	182	273	208	242	229	246	21	**2,817**
Manchester PD	269	262	388	170	211	235	153	367	52	66	96	43	39	**2,351**
Martin PD	155	167	150	141	183	147	160	154	137	175	143	104	0	**1,816**
Maury County SD*	190	190	204	179	165	195	219	280	0	0	0	1	4	**1,627**
Memphis PD	20,978	16,480	19,536	15,555	15,961	11,960	11,000	11,866	11,179	11,182	9,575	5,363	2,138	**162,773**

Exhibit 24 (continued)

Agency	January	February	March	April	May	June	July	August	September	October	November	December	No Date	Total
Metro-Nashville PD	8,639	8,374	10,950	9,783	8,176	7,145	8,490	9,407	8,622	7,501	8,315	6,698	0	**102,100**
MTSU	172	156	212	104	102	57	107	188	81	68	28	5	43	**1,323**
Millersville PD	280	173	332	410	355	277	250	246	172	114	250	264	51	**3,174**
Oak Ridge PD	666	588	605	414	370	388	453	500	438	593	276	245	100	**5,636**
Obion PD	0	0	0	7	15	1	0	20	7	4	8	3	0	**65**
Oliver Springs PD	197	178	121	133	83	45	120	131	114	155	137	160	40	**1,614**
Paris PD	550	363	433	459	327	259	220	186	165	68	254	104	95	**3,483**
Pulaski PD	301	235	272	185	167	253	264	272	176	242	444	316	0	**3,127**
Ripley PD	216	216	273	221	286	169	143	123	121	327	238	100	1	**2,434**
Roane County SD	295	237	187	151	140	62	72	86	81	75	117	44	38	**1,585**
Rutledge PD	112	65	60	36	52	53	41	16	49	42	16	26	4	**572**
Signal Mountain PD	177	137	213	162	190	184	160	130	130	128	131	128	19	**1,889**
Sumner County SD	340	450	441	322	277	304	252	280	254	254	249	253	52	**3,728**
Trimble PD	34	58	31	37	30	18	23	27	42	44	33	27	18	**422**
Union City PD	351	293	213	252	577	293	257	146	222	205	225	172	4	**3,210**
Whiteville PD	78	53	71	27	89	94	89	84	201	171	136	140	15	**1,248**
Statewide	**50,149**	**41,960**	**46,372**	**39,565**	**38,923**	**33,017**	**35,057**	**37,647**	**33,834**	**32,802**	**32,065**	**24,317**	**4,658**	**450,366**

Source: Comptroller of the Treasury, Office of Research. Data collected between January 1, 2001 and December 31, 2001.

* East Ridge and Maury County stopped collecting data prior to December 31, 2001.

Exhibit 25: Comparison of Census Population (18 and over) and Department of Safety Licensed Driver Data, by race

Location/Agency	Data Source	Asian	African-American	Hispanic	Other	White	Unknown	Total
Ardmore PD	Census	1	19	15	11	1,036	n/a	1,082
	Licensed Drivers	6	89	15	13	3,082	0	3,205
Athens PD	Census	182	1,213	398	180	11,247	n/a	13,220
	Licensed Drivers	253	1,272	622	404	22,271	0	24,822
Atoka PD	Census	16	298	68	51	2,802	n/a	3,235
	Licensed Drivers	5	92	8	11	810	0	926
Belle Meade PD	Census	14	10	21	5	2,893	n/a	2,943
	Licensed Drivers	0	1	0	0	11	0	12
Brownsville PD	Census	11	6,496	388	54	3,799	n/a	10,748
	Licensed Drivers	25	6,656	385	64	7,228	0	14,358
Camden PD	Census	9	204	51	35	3,529	n/a	3,828
	Licensed Drivers	24	322	64	72	11,074	0	11,556
Chattanooga PD	Census	2,384	55,874	3,281	2,433	91,582	n/a	155,554
	Licensed Drivers	1,948	58,397	5,593	3,996	162,848	8	232,790
Clarksville PD	Census	2,189	23,692	6,241	3,771	67,562	n/a	103,455
	Licensed Drivers	1,932	26,811	5,523	4,941	98,851	1	138,059
Coffee County SD	Census	346	1,689	1,051	604	44,324	n/a	48,014
	Licensed Drivers	11	53	155	58	7,506	0	7,783
Dyersburg PD	Census	94	3,833	237	201	13,087	n/a	17,452
	Licensed Drivers	59	3,955	258	233	24,618	0	29,123
East Ridge PD	Census	345	660	225	273	19,137	n/a	20,640
	Licensed Drivers	91	220	134	196	10,105	0	10,746
Estill Springs PD	Census	3	16	29	9	2,095	n/a	2,152
	Licensed Drivers	26	91	46	69	6,537	0	6,769
Fayetteville PD	Census	18	1,293	47	69	4,085	n/a	5,512
	Licensed Drivers	50	2,115	195	164	19,271	0	21,795
Franklin PD	Census	663	4,316	2,025	461	34,377	n/a	41,842
	Licensed Drivers	672	4,739	2,352	711	67,217	1	75,692
Gates PD	Census	0	480	2	5	414	n/a	901
	Licensed Drivers	2	467	38	12	1,073	0	1,592

Exhibit 25: Comparison of Census Population (18 and over) and Department of Safety Licensed Driver Data, by race

Location/Agency	Data Source	Asian	African-American	Hispanic	Other	White	Unknown	Total
Halls PD	Census	2	649	15	26	1,619	n/a	2,311
	Licensed Drivers	2	759	44	29	3,948	0	4,782
Haywood County SD	Census	18	10,066	524	101	9,088	n/a	19,797
	Licensed Drivers	4	1,738	22	18	2,210	0	3,992
Humboldt PD	Census	6	4,057	148	72	5,184	n/a	9,467
	Licensed Drivers	41	8,662	358	193	40,295	1	49,550
Jackson PD	Census	451	24,957	1,289	629	32,317	n/a	59,643
	Licensed Drivers	357	24,506	1,048	1,023	55,775	1	82,710
Jellico PD	Census	16	48	9	25	2,350	n/a	2,448
	Licensed Drivers	9	68	13	36	4,427	0	4,553
Knoxville PD	Census	2,516	28,015	2,751	3,272	137,336	n/a	173,890
	Licensed Drivers	4,612	34,549	4,751	7,832	335,508	5	387,257
Lake City PD	Census	3	2	8	13	1,862	n/a	1,888
	Licensed Drivers	7	14	12	43	5,830	0	5,906
Lenoir City PD	Census	7	74	409	121	6,208	n/a	6,819
	Licensed Drivers	49	190	695	114	21,102	1	22,151
Madison County SD	Census	n/a	4,642	259	462	25,240	n/a	30,603
	Licensed Drivers	12	2,603	56	39	10,740	0	13,450
Manchester PD	Census	94	309	272	91	7,528	n/a	8,294
	Licensed Drivers	93	435	618	302	22,064	0	23,512
Martin PD	Census	434	1,633	191	95	8,162	n/a	10,515
	Licensed Drivers	651	1,244	179	1,328	12,299	1	15,702
Maury County SD	Census	n/a	1,549	565	765	26,611	n/a	29,490
	Licensed Drivers	5	302	66	26	7,750	0	8,149
Memphis PD	Census	9,373	397,732	19,317	7,504	216,174	n/a	650,100
	Licensed Drivers	7,855	380,685	21,006	12,250	349,770	26	771,592
Metro-Nashville PD	Census	13,186	146,939	26,091	12,322	371,150	n/a	569,891
	Licensed Drivers	10,848	148,705	33,006	19,852	480,261	20	692,692
MTSU**	THEC	420	2,096	250	101	16,190	64	19,121
	Licensed Drivers	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Millersville PD	Census	34	182	80	66	4,946	n/a	5,308
	Licensed Drivers	1	26	7	6	0	343	383

Exhibit 25: Comparison of Census Population (18 and over) and Department of Safety Licensed Driver Data, by race

Location/Agency	Data Source	Asian	African-American	Hispanic	Other	White	Unknown	Total
Oak Ridge PD	Census	568	2,229	529	544	23,517	n/a	27,387
	Licensed Drivers	663	2,547	516	986	0	30,483	35,195
Obion PD	Census	1	64	5	12	1,052	n/a	1,134
	Licensed Drivers	0	88	10	2	2,195	0	2,295
Oliver Springs PD	Census	4	114	12	46	3,127	n/a	3,303
	Licensed Drivers	13	171	18	35	0	7,882	8,119
Paris PD	Census	58	1,968	115	154	7,468	n/a	9,763
	Licensed Drivers	66	2,369	82	154	18,779	0	21,450
Pulaski PD	Census	67	2,116	87	109	5,492	n/a	7,871
	Licensed Drivers	88	2,398	331	228	15,170	0	18,215
Ripley PD	Census	21	3,649	84	75	4,015	n/a	7,844
	Licensed Drivers	50	12,458	536	203	20,440	0	33,687
Roane County SD	Census	207	1,405	359	740	49,199	n/a	51,910
	Licensed Drivers	2	13	14	10	3,427	0	3,466
Rutledge PD	Census	1	24	12	7	1,143	n/a	1,187
	Licensed Drivers	2	33	137	17	6,783	0	6,972
Signal Mountain PD	Census	26	16	63	61	7,263	n/a	7,429
	Licensed Drivers	44	36	64	95	15,765	0	16,004
Sumner County SD	Census	n/a	1,110	414	765	39,785	n/a	42,074
	Licensed Drivers	34	295	156	112	21,819	0	22,416
Trimble PD	Census	0	5	7	5	711	n/a	728
	Licensed Drivers	0	13	8	3	884	0	908
Union City PD	Census	31	2,299	371	137	8,038	n/a	10,876
	Licensed Drivers	20	2,438	414	129	15,472	0	18,473
Whiteville PD	Census	2	1,917	24	26	1,179	n/a	3,148
	Licensed Drivers	2	1,514	7	1	1,267	0	2,791
Statewide	**Census**	**33,216**	**729,146**	**66,806**	**35,058**	**1,264,269**	**n/a**	**2,128,698**
	Licensed Drivers	**31,168**	**732,968**	**81,084**	**57,238**	**2,091,384**	**68**	**2,993,910**

Sources: Tennessee Department of Safety and U.S. Census Bureau.

Note: for the 2000 Census data, "Other" in this table includes the categories of American Indian, Alaska Native, Native Hawaiian, Other Pacific Islander, Other, and Two or More Races.

* These represent less than 0.5% of the population according to the 2000 Census.

** MTSU numbers represent student population only, not faculty or staff.

Exhibit 26: Frequency of 2001 Vehicle Stops compared to 2000 Census Population Data (18 and over), by race

Location/Agency	Data Source	Asian	African-American	Hispanic	Other	White	Total
Ardmore PD	Census	1*	17	5	7	808	838
	Vehicle Stops	3	51	4	2	254	315
Athens PD	Census	132	834	238	93	8,760	10,057
	Vehicle Stops	32	500	138	23	5,735	6,473
Atoka PD	Census	10*	179	38	29	1,947	2,203
	Vehicle Stops	4	320	12	6	993	1,336
Belle Meade PD	Census	11	7*	16	4*	2,021	2,059
	Vehicle Stops	45	177	63	67	2,402	2,784
Brownsville PD	Census	11*	4,240	252	38	3,033	7,574
	Vehicle Stops	12	2,578	102	13	1,368	4,076
Camden PD	Census	7*	128	33	26	2,864	3,058
	Vehicle Stops	1	20	6	1	410	444
Chattanooga PD	Census	1,803	38,835	2,409	1,419	76,232	120,698
	Vehicle Stops	242	9,028	457	221	16,120	26,268
Clarksville PD	Census	1,771	15,763	3,998	1,848	50,270	73,650
	Vehicle Stops	250	3,766	620	118	7,856	12,634
Coffee County SD	Census	n/a	162	312	353	16,064	16,891
	Vehicle Stops	2	22	22	1	513	569
Dyersburg PD	Census	62*	2,484	154	98	10,056	12,854
	Vehicle Stops	8	1,411	63	12	3,689	5,186
East Ridge PD	Census	250	415	144	178	15,622	16,609
	Vehicle Stops	66	579	91	51	3,929	4,785
Estill Springs PD	Census	3*	10	17	4*	1,577	1,611
	Vehicle Stops	3	114	15	2	1,200	1,337
Fayetteville PD	Census	18*	1,293	47	69	4,085	5,512
	Vehicle Stops	6	376	51	4	2,190	2,627
Franklin PD	Census	446	3,083	1,336	257	25,057	30,179
	Vehicle Stops	145	1,949	850	176	14,339	17,742
Gates PD	Census	0*	293	1*	5	344	643
	Vehicle Stops	1	89	5	1	206	302

Exhibit 26: Frequency of 2001 Vehicle Stops compared to 2000 Census Population Data (18 and over), by race

Location/Agency	Data Source	Asian	African-American	Hispanic	Other	White	Total
Halls PD	Census	1*	436	6*	19	1,231	1,693
	Vehicle Stops	-	193	5	1	256	459
Haywood County SD	Census	n/a	2,419	86	94	3,829	6,428
	Vehicle Stops	2	154	5	1	69	231
Humboldt PD	Census	4*	2,781	106	53	4,247	7,191
	Vehicle Stops	5	598	17	8	844	1,477
Jackson PD	Census	340	16,593	910	376	25,997	44,216
	Vehicle Stops	56	3,480	172	339	5,594	9,676
Jellico PD	Census	8*	33	4*	15	1,873	1,933
	Vehicle Stops	-	7	-	2	283	303
Knoxville PD	Census	2,072	19,652	1,929	2,018	114,022	139,693
	Vehicle Stops	301	7,737	541	608	31,731	41,376
Lake City PD	Census	2*	2*	3*	12	1,456	1,475
	Vehicle Stops	3	18	10	4	1,288	1,345
Lenoir City PD	Census	2*	55	248	86	4,720	5,111
	Vehicle Stops	11	72	50	10	1,457	1,627
Madison County SD	Census	n/a	3,326	165	273	18,989	22,753
	Vehicle Stops	8	733	45	14	2,014	2,817
Manchester PD	Census	75	219	185	57	5,889	6,425
	Vehicle Stops	22	139	70	19	2,094	2,351
Martin PD	Census	379	1,273	154	49	6,901	8,756
	Vehicle Stops	39	284	26	12	1,447	1,816
Maury County SD	Census	n/a	1,126	344	456	19,721	21,647
	Vehicle Stops	5	197	65	6	1,352	1,627
Memphis PD	Census	7,098	263,267	13,796	4,641	180,003	468,805
	Vehicle Stops	1,286	103,708	2,944	2,220	51,495	162,773
Metro-Nashville PD	Census	9,735	101,880	18,481	7,554	287,205	424,855
	Vehicle Stops	1,130	32,506	4,627	3,148	60,689	102,100
MTSU**	THEC	420	2,096	250	101	16,190	19,121
	Vehicle Stops	17	301	20	11	954	1,323
Millersville PD	Census	27	106	64	42	3,589	3,828
	Vehicle Stops	17	138	49	25	2,916	3,174

Exhibit 26: Frequency of 2001 Vehicle Stops compared to 2000 Census Population Data (18 and over), by race

Location/Agency	Data Source	Asian	African-American	Hispanic	Other	White	Total
Oak Ridge PD	Census	423	1,515	328	283	18,693	21,242
	Vehicle Stops	54	581	76	51	4,824	5,636
Obion PD	Census	1*	48	5	10	803	867
	Vehicle Stops	-	6	-	-	59	65
Oliver Springs PD	Census	2*	90	7*	35	2,403	2,537
	Vehicle Stops	5	78	9	4	1,486	1,614
Paris PD	Census	44	1,393	65	72	6,073	7,647
	Vehicle Stops	12	649	24	8	2,766	3,483
Pulaski PD	Census	60	1,481	61	60	4,471	6,133
	Vehicle Stops	15	680	29	11	2,378	3,127
Ripley PD	Census	21*	2,377	59	41	3,179	5,677
	Vehicle Stops	7	1,377	48	6	995	2,434
Roane County SD	Census	n/a	188	90*	300	21,867	22,445
	Vehicle Stops	8	75	25	6	1,447	1,585
Rutledge PD	Census	1*	21	10	7	923	962
	Vehicle Stops	-	7	8	-	555	572
Signal Mountain PD	Census	13*	9*	38	37	5,427	5,524
	Vehicle Stops	10	44	21	8	1,792	1,889
Sumner County SD	Census	n/a	778	265	475	29,498	31,016
	Vehicle Stops	10	217	94	14	3,379	3,728
Trimble PD	Census	0*	5	3	1*	552	561
	Vehicle Stops	-	32	2	-	383	422
Union City PD	Census	25*	1,548	261	66	6,414	8,314
	Vehicle Stops	6	518	81	11	2,592	3,210
Whiteville PD	Census	2*	1,688	22	23	1,083	2,818
	Vehicle Stops	7	547	10	5	667	1,248
Statewide	**Census**	**24,860**	**492,052**	**46,695**	**21,583**	**999,798**	**1,584,988**
	Vehicle Stops	**3,856**	**176,056**	**11,572**	**7,250**	**249,010**	**450,366**

Sources: Comptroller of the Treasury, Office of Research and U.S. Census Bureau. Office of Research data collected between January 1, 2001 and December 31, 2001.

Note: for the 2000 Census data, "Other" in this table includes the categories of American Indian, Alaska Native, Native Hawaiian, Other Pacific Islander, Other, and Two or More Races.

* These represent less than 0.5% of the over-18 population, according to the 2000 Census.

** MTSU numbers represent student population only, not faculty or staff.

Appendix 5 (continued)

Exhibit 27: Percentage of 2001 Vehicle Stops compared to 2000 Census Population Data (18 and over)

Location/Agency	Data Source	Asian	African-American	Hispanic	Other	White	Unknown
Ardmore PD	Census	0.1%	2.0%	0.6%	0.8%	96.4%	n/a
	Vehicle Stops	1.0%	16.2%	1.3%	0.6%	80.6%	0.3%
Athens PD	Census	1.3%	8.3%	2.4%	0.9%	87.1%	n/a
	Vehicle Stops	0.5%	7.7%	2.1%	0.4%	88.6%	0.7%
Atoka PD	Census	0.5%	8.1%	1.7%	1.3%	88.4%	n/a
	Vehicle Stops	0.3%	24.0%	0.9%	0.4%	74.3%	0.1%
Belle Meade PD	Census	0.5%	0.3%	0.8%	0.2%	98.2%	n/a
	Vehicle Stops	1.6%	6.4%	2.3%	2.4%	86.3%	1.1%
Brownsville PD	Census	0.1%	56.0%	3.3%	0.5%	40.0%	n/a
	Vehicle Stops	0.3%	63.2%	2.5%	0.3%	33.6%	0.1%
Camden PD	Census	0.2%	4.2%	1.1%	0.9%	93.7%	n/a
	Vehicle Stops	0.2%	4.5%	1.4%	0.2%	92.3%	1.4%
Chattanooga PD	Census	1.5%	32.2%	2.0%	1.2%	63.2%	n/a
	Vehicle Stops	0.9%	34.4%	1.7%	0.8%	61.4%	0.8%
Clarksville PD	Census	2.4%	21.4%	5.4%	2.5%	68.3%	n/a
	Vehicle Stops	2.0%	29.8%	4.9%	0.9%	62.2%	0.2%
Coffee County SD	Census	n/a	1.0%	1.8%	2.1%	95.1%	n/a
	Vehicle Stops	0.4%	3.9%	3.9%	0.2%	90.2%	1.6%
Dyersburg PD	Census	0.5%	19.3%	1.2%	0.8%	78.2%	n/a
	Vehicle Stops	0.2%	27.2%	1.2%	0.2%	71.1%	0.1%
East Ridge PD	Census	1.5%	2.5%	0.9%	1.1%	94.1%	n/a
	Vehicle Stops	1.4%	12.1%	1.9%	1.1%	82.1%	1.4%
Estill Springs PD	Census	0.2%	0.6%	1.1%	0.2%	97.9%	n/a
	Vehicle Stops	0.2%	8.5%	1.1%	0.1%	89.8%	0.2%
Fayetteville PD	Census	0.3%	23.5%	0.9%	1.3%	74.1%	n/a
	Vehicle Stops	0.2%	14.3%	1.9%	0.2%	83.4%	0.0%
Franklin PD	Census	1.5%	10.2%	4.4%	0.9%	83.0%	n/a
	Vehicle Stops	0.8%	11.0%	4.8%	1.0%	80.8%	1.6%
Gates PD	Census	0.0%	45.6%	0.2%	0.8%	53.5%	n/a
	Vehicle Stops	0.3%	29.5%	1.7%	0.3%	68.2%	0.0%
Halls PD	Census	0.1%	25.8%	0.4%	1.1%	72.7%	n/a
	Vehicle Stops	0.0%	42.0%	1.1%	0.2%	55.8%	0.9%
Haywood County SD	Census	n/a	37.6%	1.3%	1.5%	59.6%	n/a
	Vehicle Stops	0.9%	66.7%	2.2%	0.4%	29.9%	0.0%
Humboldt PD	Census	0.1%	38.7%	1.5%	0.7%	59.1%	n/a
	Vehicle Stops	0.3%	40.5%	1.2%	0.5%	57.1%	0.3%
Jackson PD	Census	0.8%	37.5%	2.1%	0.9%	58.8%	n/a
	Vehicle Stops	0.6%	36.0%	1.8%	3.5%	57.8%	0.4%
Jellico PD	Census	0.4%	1.7%	0.2%	0.8%	96.9%	n/a
	Vehicle Stops	0.0%	2.3%	0.0%	0.7%	93.4%	3.6%

Exhibit 27: Percentage of 2001 Vehicle Stops compared to 2000 Census Population Data (18 and over)

Location/Agency	Data Source	Asian	African-American	Hispanic	Other	White	Unknown
Knoxville PD	Census	1.5%	14.1%	1.4%	1.4%	81.6%	n/a
	Vehicle Stops	0.7%	18.7%	1.3%	1.5%	76.7%	1.1%
Lake City PD	Census	0.1%	0.1%	0.2%	0.8%	98.7%	n/a
	Vehicle Stops	0.2%	1.3%	0.7%	0.3%	95.8%	1.6%
Lenoir City PD	Census	0.0%	1.1%	4.9%	1.7%	92.3%	n/a
	Vehicle Stops	0.7%	4.4%	3.1%	0.6%	89.6%	1.7%
Madison County SD	Census	n/a	14.6%	0.7%	1.2%	83.5%	n/a
	Vehicle Stops	0.3%	26.0%	1.6%	0.5%	71.5%	0.1%
Manchester PD	Census	1.2%	3.4%	2.9%	0.9%	91.7%	n/a
	Vehicle Stops	0.9%	5.9%	3.0%	0.8%	89.1%	0.3%
Martin PD	Census	4.3%	14.5%	1.8%	0.6%	78.8%	n/a
	Vehicle Stops	2.1%	15.6%	1.4%	0.7%	79.7%	0.4%
Maury County SD	Census	n/a	5.2%	1.6%	2.1%	91.1%	n/a
	Vehicle Stops	0.3%	12.1%	4.0%	0.4%	83.1%	0.1%
Memphis PD	Census	1.5%	56.2%	2.9%	1.0%	38.4%	n/a
	Vehicle Stops	0.8%	63.7%	1.8%	1.4%	31.6%	0.7%
Metro-Nashville PD	Census	2.3%	24.0%	4.3%	1.8%	67.6%	n/a
	Vehicle Stops	1.1%	31.8%	4.5%	3.1%	59.4%	0.0%
MTSU**	THEC	2.2%	11.0%	1.3%	0.5%	84.7%	0.3%
	Vehicle Stops	1.3%	22.8%	1.5%	0.8%	72.1%	1.5%
Millersville PD	Census	0.7%	2.8%	1.7%	1.1%	93.8%	n/a
	Vehicle Stops	0.5%	4.3%	1.5%	0.8%	91.9%	0.9%
Oak Ridge PD	Census	2.0%	7.1%	1.5%	1.3%	88.0%	n/a
	Vehicle Stops	1.0%	10.3%	1.3%	0.9%	85.6%	0.9%
Obion PD	Census	0.1%	5.5%	0.6%	1.2%	92.6%	n/a
	Vehicle Stops	0.0%	9.2%	0.0%	0.0%	90.8%	0.0%
Oliver Springs PD	Census	0.1%	3.5%	0.3%	1.4%	94.7%	n/a
	Vehicle Stops	0.3%	4.8%	0.6%	0.2%	92.1%	2.0%
Paris PD	Census	0.6%	18.2%	0.9%	0.9%	79.4%	n/a
	Vehicle Stops	0.3%	18.6%	0.7%	0.2%	79.4%	0.7%
Pulaski PD	Census	1.0%	24.1%	1.0%	1.0%	72.9%	n/a
	Vehicle Stops	0.5%	21.7%	0.9%	0.4%	76.0%	0.4%
Ripley PD	Census	0.4%	41.9%	1.0%	0.7%	56.0%	n/a
	Vehicle Stops	0.3%	56.6%	2.0%	0.2%	40.9%	0.0%
Roane County SD	Census	n/a	0.8%	0.4%	1.3%	97.4%	n/a
	Vehicle Stops	0.5%	4.7%	1.6%	0.4%	91.3%	1.5%
Rutledge PD	Census	0.1%	2.2%	1.0%	0.7%	95.9%	n/a
	Vehicle Stops	0.0%	1.2%	1.4%	0.0%	97.0%	0.3%
Signal Mountain PD	Census	0.2%	0.2%	0.7%	0.7%	98.2%	n/a
	Vehicle Stops	0.5%	2.3%	1.1%	0.4%	94.9%	0.7%
Sumner County SD	Census	n/a	2.5%	0.9%	1.5%	95.1%	n/a
	Vehicle Stops	0.3%	5.8%	2.5%	0.4%	90.6%	0.4%

48

Exhibit 27: Percentage of 2001 Vehicle Stops compared to 2000 Census Population Data (18 and over)

Location/Agency	Data Source	Asian	African-American	Hispanic	Other	White	Unknown
Trimble PD	Census	0.0%	0.9%	0.5%	0.2%	98.4%	n/a
	Vehicle Stops	0.0%	7.6%	0.5%	0.0%	90.8%	1.2%
Union City PD	Census	0.3%	18.6%	3.1%	0.8%	77.1%	n/a
	Vehicle Stops	0.2%	16.1%	2.5%	0.3%	80.7%	0.1%
Whiteville PD	Census	0.1%	59.9%	0.8%	0.8%	38.4%	n/a
	Vehicle Stops	0.6%	43.8%	0.8%	0.4%	53.4%	1.0%
Statewide	**Census**	**1.6%**	**31.0%**	**2.9%**	**1.4%**	**63.1%**	**n/a**
	Vehicle Stops	**0.9%**	**39.1%**	**2.6%**	**1.6%**	**55.3%**	**0.6%**

Sources: Comptroller of the Treasury, Office of Research and U.S. Census Bureau. Office of Research data collected
 between January 1, 2001 and December 31, 2001.

Note: for the 2000 Census data, "Other" in this table includes the categories of American Indian, Alaska Native,
     Native Hawaiian, Other Pacific Islander, Other, and Two or More Races.

** MTSU numbers represent student population only, not faculty or staff.

Appendix 5 (continued)

Exhibit 28: Reason for Vehicle Stop, by race

Agency	Reason for Stop	Asian	African-American	Hispanic	Other	White
Ardmore PD	criminal	-	-	-	-	9.1%
	moving violation	100.0%	96.1%	100.0%	50.0%	83.5%
	vehicle equipment violation	-	3.9%	-	50.0%	6.7%
Athens PD	criminal	-	5.0%	2.9%	4.3%	2.5%
	moving violation	84.4%	71.6%	68.8%	69.6%	72.2%
	vehicle equipment violation	15.6%	22.4%	23.9%	26.1%	24.4%
Atoka PD	criminal	-	5.3%	-	-	4.1%
	moving violation	100.0%	85.6%	83.3%	100.0%	83.8%
	vehicle equipment violation	-	9.1%	16.7%	-	11.8%
Belle Meade PD	criminal	-	1.7%	-	1.5%	0.7%
	moving violation	95.6%	91.0%	93.7%	89.6%	87.2%
	vehicle equipment violation	4.4%	6.8%	4.8%	7.5%	11.1%
Brownsville PD	criminal	-	3.9%	2.0%	-	2.2%
	moving violation	58.3%	79.1%	80.4%	92.3%	82.0%
	vehicle equipment violation	16.7%	16.3%	16.7%	7.7%	15.5%
Camden PD	criminal	-	5.0%	-	-	1.5%
	moving violation	100.0%	90.0%	100.0%	100.0%	94.1%
	vehicle equipment violation	-	5.0%		-	3.9%
Chattanooga PD	criminal	1.2%	2.0%	2.0%	2.7%	1.4%
	moving violation	86.0%	70.1%	78.6%	77.8%	83.8%
	vehicle equipment violation	11.6%	26.7%	19.0%	18.6%	14.0%
Clarksville PD	criminal	1.6%	3.5%	3.7%	5.1%	2.2%
	moving violation	73.2%	68.8%	73.1%	66.1%	73.8%
	vehicle equipment violation	25.2%	27.2%	23.1%	28.8%	23.7%
Coffee County SD	criminal	-	18.2%	9.1%	-	5.1%
	moving violation	100.0%	54.5%	72.7%	100.0%	76.2%
	vehicle equipment violation	-	22.7%	18.2%	-	17.9%
Dyersburg PD	criminal	-	9.4%	9.5%	-	5.0%
	vehicle equipment violation	12.5%	27.9%	25.4%	16.7%	21.6%

Exhibit 28: Reason for Vehicle Stop, by race

Agency	Reason for Stop	Asian	African-American	Hispanic	Other	White
East Ridge PD	criminal	-	2.9%	3.3%	2.0%	2.2%
	moving violation	83.3%	78.6%	79.1%	78.4%	79.3%
	vehicle equipment violation	16.7%	16.8%	16.5%	17.6%	17.4%
Estill Springs PD	criminal	-	2.6%	-	-	3.8%
	moving violation	66.7%	64.9%	93.3%	100.0%	69.8%
	vehicle equipment violation	33.3%	31.6%	6.7%	-	26.0%
Fayetteville PD	criminal	-	4.0%	-	-	1.8%
	moving violation	83.3%	71.0%	68.6%	75.0%	73.5%
	vehicle equipment violation	16.7%	25.0%	31.4%	25.0%	24.6%
Franklin PD	criminal	1.4%	1.8%	2.9%	-	0.6%
	moving violation	91.0%	75.1%	70.8%	80.7%	83.9%
	vehicle equipment violation	7.6%	22.4%	25.8%	18.8%	15.0%
Gates PD	criminal	-	2.2%	-	-	-
	moving violation	100.0%	86.5%	100.0%	100.0%	93.2%
	vehicle equipment violation	-	10.1%	-	-	6.3%
Halls PD	criminal	-	2.6%	20.0%	-	2.3%
	moving violation	-	81.3%	80.0%	100.0%	85.2%
	vehicle equipment violation	-	15.0%	-	-	12.1%
Haywood County SD	criminal	-	1.3%	-	-	5.8%
	moving violation	100.0%	79.9%	100.0%	100.0%	69.6%
	vehicle equipment violation	-	15.6%	-	-	24.6%
Humboldt PD	criminal	-	7.7%	5.9%	-	3.2%
	moving violation	100.0%	82.9%	82.4%	100.0%	91.0%
	vehicle equipment violation	-	8.0%	11.8%	-	5.2%
Jackson PD	criminal	1.8%	4.5%	5.8%	1.5%	2.2%
	moving violation	83.9%	83.3%	77.9%	84.7%	90.5%
	vehicle equipment violation	14.3%	11.6%	15.1%	13.6%	7.0%
Jellico PD	criminal	-	-	-	-	6.4%
	moving violation	-	100.0%	-	100.0%	79.9%
	vehicle equipment violation	-	-	-	-	10.6%

Exhibit 28: Reason for Vehicle Stop, by race

Agency	Reason for Stop	Asian	African-American	Hispanic	Other	White
Knoxville PD	criminal	0.7%	4.1%	3.0%	2.1%	2.0%
	moving violation	86.0%	63.3%	69.9%	80.8%	78.0%
	vehicle equipment violation	13.0%	31.4%	26.1%	16.3%	19.6%
Lake City PD	criminal	-	5.6%	-	-	3.7%
	moving violation	66.7%	83.3%	50.0%	75.0%	69.4%
	vehicle equipment violation	33.3%	11.1%	50.0%	25.0%	24.5%
Lenoir City PD	criminal	-	1.4%	2.0%	-	1.2%
	moving violation	100.0%	72.2%	78.0%	80.0%	78.3%
	vehicle equipment violation	-	25.0%	20.0%	20.0%	19.4%
Madison County SD	criminal	-	3.3%	11.1%	-	3.3%
	moving violation	87.5%	91.4%	82.2%	92.9%	93.9%
	vehicle equipment violation	12.5%	4.8%	4.4%	7.1%	2.4%
Manchester PD	criminal	-	4.3%	5.7%	5.3%	2.8%
	moving violation	100.0%	87.1%	82.9%	78.9%	86.8%
	vehicle equipment violation	-	8.6%	11.4%	15.8%	9.9%
Martin PD	criminal	-	4.6%	-	-	2.1%
	moving violation	89.7%	82.0%	84.6%	66.7%	89.2%
	vehicle equipment violation	10.3%	12.3%	15.4%	33.3%	8.6%
Maury County SD	criminal	-	1.5%	7.7%	-	3.4%
	moving violation	80.0%	87.8%	73.8%	100.0%	84.8%
	vehicle equipment violation	20.0%	9.1%	18.5%	-	11.6%
Memphis PD	criminal	0.3%	0.5%	0.7%	0.2%	0.3%
	moving violation	86.6%	82.5%	80.2%	85.4%	87.9%
	vehicle equipment violation	11.5%	16.6%	18.4%	13.7%	11.5%
Metro-Nashville PD	criminal	1.4%	3.5%	2.9%	1.4%	1.8%
	moving violation	71.4%	63.0%	60.8%	66.9%	68.5%
	vehicle equipment violation	27.2%	33.6%	36.4%	31.7%	29.7%
MTSU	criminal	-	1.7%	5.0%	-	1.2%
	moving violation	88.2%	83.4%	75.0%	72.7%	76.7%
	vehicle equipment violation	11.8%	14.6%	20.0%	27.3%	21.5%

Exhibit 28: Reason for Vehicle Stop, by race

Agency	Reason for Stop	Asian	African-American	Hispanic	Other	White
Millersville PD	criminal	-	1.4%	2.0%	-	2.5%
	moving violation	100.0%	79.7%	81.6%	88.0%	85.0%
	vehicle equipment violation	-	15.9%	16.3%	12.0%	11.7%
Oak Ridge PD	criminal	-	4.5%	-	-	1.0%
	moving violation	96.3%	81.8%	81.6%	90.2%	89.7%
	vehicle equipment violation	3.7%	12.6%	15.8%	5.9%	8.7%
Obion PD	criminal	-	16.7%	-	-	-
	moving violation	-	83.3%	-	-	98.3%
	vehicle equipment violation	-	-	-	-	1.7%
Oliver Springs PD	criminal	-	1.3%	11.1%	-	1.7%
	moving violation	80.0%	80.8%	66.7%	50.0%	80.6%
	vehicle equipment violation	20.0%	17.9%	22.2%	50.0%	17.1%
Paris PD	criminal	8.3%	6.8%	8.3%	12.5%	4.0%
	moving violation	66.7%	45.5%	45.8%	75.0%	53.7%
	vehicle equipment violation	25.0%	47.1%	45.8%	12.5%	41.9%
Pulaski PD	criminal	-	1.0%	-	-	0.5%
	moving violation	80.0%	82.8%	89.7%	90.9%	89.2%
	vehicle equipment violation	20.0%	16.2%	10.3%	9.1%	10.1%
Ripley PD	criminal	-	5.7%	10.4%	-	5.5%
	moving violation	100.0%	79.5%	87.5%	100.0%	81.8%
	vehicle equipment violation	-	14.4%	2.1%	-	12.6%
Roane County SD	criminal	-	6.7%	8.0%	-	2.7%
	moving violation	87.5%	74.7%	64.0%	66.7%	72.5%
	vehicle equipment violation	12.5%	16.0%	28.0%	33.3%	24.0%
Rutledge PD	criminal	-	-	-	-	1.3%
	moving violation	-	85.7%	100.0%	-	96.6%
	vehicle equipment violation	-	14.3%	-	-	1.6%
Signal Mountain PD	criminal	10.0%	2.3%	14.3%	-	1.7%
	moving violation	90.0%	77.3%	71.4%	62.5%	77.2%
	vehicle equipment violation	-	20.5%	14.3%	37.5%	21.1%

Exhibit 28: Reason for Vehicle Stop, by race

Agency	Reason for Stop	Asian	African-American	Hispanic	Other	White
Sumner County SD	criminal	30.0%	6.0%	6.4%	-	3.4%
	moving violation	60.0%	55.8%	55.3%	64.3%	53.7%
	vehicle equipment violation	10.0%	36.4%	37.2%	35.7%	42.1%
Trimble PD	criminal	-	-	-	-	1.6%
	moving violation	-	59.4%	100.0%	-	77.3%
	vehicle equipment violation	-	40.6%	-	-	17.5%
Union City PD	criminal	-	6.4%	14.8%	-	1.6%
	moving violation	100.0%	78.2%	63.0%	90.9%	89.6%
	vehicle equipment violation	-	15.3%	22.2%	9.1%	8.8%
Whiteville PD	criminal	-	1.8%	-	-	1.3%
	moving violation	100.0%	86.7%	90.0%	100.0%	89.8%
	vehicle equipment violation	-	10.8%	10.0%	-	8.7%
Statewide	**criminal**	**1.0%**	**1.8%**	**2.6%**	**1.1%**	**1.6%**
	moving violation	**81.6%**	**76.6%**	**70.2%**	**76.2%**	**78.8%**
	vehicle equipment violation	**16.8%**	**21.2%**	**26.7%**	**22.3%**	**19.2%**

Source: Comptroller of the Treasury, Office of Research. Data collected between January 1, 2001 and December 31, 2001.

Note: Columns will not all add to 100%, because some forms did not indicate the reason for the stop.

Exhibit 29: Disposition of Stops, by race

Agency	Disposition	Asian	African-American	Hispanic	Other	White
Ardmore PD	verbal warning	33.3%	33.3%	100.0%	100.0%	42.3%
	citation	66.7%	66.7%	-	-	48.6%
	citation and arrest	-	-	-	-	3.2%
	arrest	-	-	-	-	5.9%
Athens PD	verbal warning	3.1%	1.4%	0.7%	-	1.0%
	written warning	34.4%	59.2%	35.5%	69.6%	50.6%
	citation	62.5%	35.2%	61.6%	30.4%	46.2%
	citation and arrest	-	2.4%	1.4%	-	1.7%
	arrest	-	1.8%	0.7%	-	0.5%
Atoka PD	verbal warning	25.0%	60.9%	75.0%	66.7%	63.2%
	written warning	-	-	-	-	0.3%
	citation	75.0%	31.9%	16.7%	33.3%	33.2%
	citation and arrest	-	0.3%	-	-	0.2%
	arrest	-	6.9%	8.3%	-	3.0%
Belle Meade PD	verbal warning	15.6%	23.3%	12.9%	10.4%	18.1%
	written warning	4.4%	6.8%	8.1%	4.5%	5.1%
	citation	80.0%	67.0%	74.2%	82.1%	76.0%
	citation and arrest	-	2.3%	4.8%	3.0%	0.4%
	arrest	-	0.6%	-	-	0.4%
Brownsville PD	verbal warning	60.0%	52.3%	49.5%	69.2%	56.6%
	written warning	-	-	-	-	0.1%
	citation	40.0%	38.0%	43.6%	30.8%	37.5%
	citation and arrest	-	3.7%	2.0%	-	1.7%
	arrest	-	6.1%	5.0%	-	4.1%
Camden PD	verbal warning	-	30.0%	33.3%	-	58.6%
	written warning	-	5.0%	-	-	3.2%
	citation	100.0%	60.0%	50.0%	100.0%	36.3%
	citation and arrest	-	-	-	-	0.2%
	arrest	-	5.0%	16.7%	-	1.7%
Chattanooga PD	verbal warning	10.5%	13.9%	13.2%	16.8%	8.8%
	written warning	13.4%	22.7%	8.6%	18.2%	16.3%
	citation	74.9%	57.0%	68.9%	63.6%	72.3%
	citation and arrest	-	1.5%	1.3%	0.9%	1.3%
	arrest	1.3%	4.9%	8.1%	0.5%	1.4%
Clarksville PD	verbal warning	59.4%	51.2%	48.4%	52.6%	46.9%
	written warning	6.4%	6.0%	5.8%	4.3%	8.7%
	citation	31.3%	36.7%	40.5%	38.8%	40.1%
	arrest	1.6%	5.3%	4.5%	3.4%	3.6%

Exhibit 29: Disposition of Stops, by race

Agency	Disposition	Asian	African-American	Hispanic	Other	White
Coffee County SD	verbal warning	100.0%	77.3%	40.9%	100.0%	73.7%
	written warning	-	13.6%	22.7%	-	15.2%
	citation	-	-	4.5%	-	5.5%
	arrest	-	9.1%	31.8%	-	5.5%
Dyersburg PD	verbal warning	62.5%	47.0%	34.9%	41.7%	40.5%
	written warning	25.0%	15.8%	19.0%	33.3%	22.7%
	citation	12.5%	26.4%	38.1%	16.7%	30.6%
	citation and arrest	-	5.7%	-	-	2.9%
	arrest	-	5.1%	7.9%	8.3%	3.4%
East Ridge PD	verbal warning	9.1%	11.8%	11.1%	13.7%	12.1%
	written warning	24.2%	17.1%	8.9%	7.8%	22.0%
	citation	66.7%	68.1%	75.6%	78.4%	64.3%
	citation and arrest	-	1.4%	2.2%	-	0.8%
	arrest	-	1.6%	2.2%	-	0.8%
Estill Springs PD	verbal warning	-	30.7%	13.3%	50.0%	29.5%
	written warning	66.7%	35.1%	40.0%	-	35.9%
	citation	33.3%	29.8%	40.0%	50.0%	31.1%
	citation and arrest	-	3.5%	-	-	1.5%
	arrest	-	0.9%	6.7%	-	2.0%
Fayetteville PD	verbal warning	16.7%	28.3%	17.6%	50.0%	23.4%
	written warning	66.7%	17.1%	15.7%	25.0%	19.0%
	citation	16.7%	44.3%	62.7%	25.0%	52.5%
	citation and arrest	-	4.3%	-	-	2.5%
	arrest	-	6.1%	3.9%	-	2.7%
Franklin PD	verbal warning	39.3%	43.0%	34.9%	31.4%	30.7%
	written warning	0.7%	0.1%	0.4%	0.6%	0.2%
	citation	58.6%	53.6%	52.1%	67.4%	67.8%
	citation and arrest	-	0.7%	2.8%	0.6%	0.3%
	arrest	1.4%	2.7%	9.8%	-	1.0%
Gates PD	verbal warning	-	37.1%	60.0%	-	47.6%
	written warning	-	-	-	-	0.5%
	citation	100.0%	56.2%	20.0%	100.0%	48.5%
	citation and arrest	-	2.2%	-	-	0.5%
	arrest	-	4.5%	20.0%	-	2.9%
Halls PD	verbal warning	-	62.5%	40.0%	100.0%	73.2%
	citation	-	30.7%	40.0%	-	22.8%
	citation and arrest	-	0.5%	-	-	-
	arrest	-	6.3%	20.0%	-	3.9%
Haywood County SD	verbal warning	-	35.5%	20.0%	100.0%	44.9%
	written warning	50.0%	37.5%	20.0%	-	37.7%
	citation	50.0%	15.1%	40.0%	-	13.0%
	citation and arrest	-	11.8%	20.0%	-	4.3%

56

Exhibit 29: Disposition of Stops, by race

Agency	Disposition	Asian	African-American	Hispanic	Other	White
Humboldt PD	verbal warning	80.0%	32.4%	41.2%	12.5%	34.2%
	written warning	20.0%	13.0%	11.8%	12.5%	13.3%
	citation	-	46.3%	47.1%	75.0%	49.8%
	citation and arrest	-	1.0%	-	-	0.2%
	arrest	-	7.3%	-	-	2.5%
Jackson PD	verbal warning	32.1%	28.2%	27.5%	23.8%	23.1%
	written warning	-	0.2%	-	-	0.3%
	citation	67.9%	66.0%	66.5%	73.5%	74.3%
	citation and arrest	-	3.2%	3.0%	1.8%	1.1%
	arrest	-	2.4%	3.0%	0.9%	1.2%
Jellico PD	verbal warning	-	42.9%	-	50.0%	57.8%
	written warning	-	-	-	-	2.5%
	citation	-	57.1%	-	50.0%	34.8%
	citation and arrest	-	-	-	-	0.4%
	arrest	-	-	-	-	4.6%
Knoxville PD	verbal warning	19.0%	23.0%	15.9%	17.0%	15.2%
	written warning	0.3%	0.2%	-	-	0.1%
	citation	80.3%	70.5%	78.7%	81.4%	81.6%
	citation and arrest	0.3%	4.0%	2.8%	1.0%	2.0%
	arrest	-	2.3%	2.6%	0.7%	1.0%
Lake City PD	verbal warning	100.0%	77.8%	80.0%	75.0%	78.2%
	written warning	-	-	10.0%	-	0.5%
	citation	-	16.7%	10.0%	25.0%	18.1%
	citation and arrest	-	5.6%	-	-	1.3%
	arrest	-	-	-	-	1.9%
Lenoir City PD	verbal warning	36.4%	45.8%	34.0%	60.0%	44.1%
	written warning	-	1.4%	-	-	1.0%
	citation	63.6%	38.9%	58.0%	40.0%	48.6%
	citation and arrest	-	1.4%	2.0%	-	0.7%
	arrest	-	12.5%	6.0%	-	5.5%
Madison County SD	verbal warning	37.5%	44.3%	53.3%	50.0%	37.1%
	written warning	-	0.1%	-	7.1%	0.1%
	citation	62.5%	49.7%	35.6%	42.9%	60.1%
	citation and arrest	-	1.5%	-	-	0.4%
	arrest	-	4.4%	11.1%	-	2.2%
Manchester PD	verbal warning	40.9%	40.6%	37.1%	42.1%	36.5%
	written warning	4.5%	11.6%	4.3%	10.5%	10.0%
	citation	54.5%	44.9%	51.4%	42.1%	50.7%
	citation and arrest	-	-	4.3%	-	0.5%
	arrest	-	2.9%	2.9%	5.3%	2.3%

Exhibit 29: Disposition of Stops, by race

Agency	Disposition	Asian	African-American	Hispanic	Other	White
Martin PD	verbal warning	59.0%	55.7%	50.0%	58.3%	53.9%
	written warning	2.6%	1.1%	-	8.3%	2.8%
	citation	38.5%	37.2%	34.6%	25.0%	39.3%
	citation and arrest	-	1.8%	3.8%	-	0.6%
	arrest	-	4.3%	11.5%	8.3%	3.3%
Maury County SD	verbal warning	80.0%	64.8%	50.8%	83.3%	64.7%
	written warning	-	2.0%	-	-	3.7%
	citation	20.0%	24.0%	21.5%	16.7%	24.2%
	citation and arrest	-	0.5%	7.7%	-	0.8%
	arrest	-	8.7%	20.0%	-	6.6%
Memphis PD	verbal warning	9.3%	6.9%	12.9%	7.8%	6.1%
	written warning	2.1%	2.3%	1.9%	3.8%	2.2%
	citation	88.0%	86.6%	79.9%	86.5%	90.1%
	citation and arrest	-	0.5%	0.3%	0.3%	0.2%
	arrest	0.7%	3.7%	5.0%	1.7%	1.5%
Metro-Nashville PD	verbal warning	14.4%	19.4%	15.5%	17.0%	11.5%
	written warning	1.3%	1.3%	6.9%	2.3%	3.2%
	citation	81.2%	66.9%	54.0%	76.6%	80.5%
	citation and arrest	1.9%	8.5%	17.1%	2.9%	2.8%
	arrest	1.2%	3.9%	6.5%	1.3%	1.9%
MTSU	verbal warning	64.7%	66.1%	45.0%	63.6%	67.9%
	written warning	-	0.3%	-	-	0.2%
	citation	35.3%	28.9%	45.0%	36.4%	28.7%
	citation and arrest	-	1.0%	-	-	0.7%
	arrest	-	3.7%	10.0%	-	2.5%
Millersville PD	verbal warning	35.3%	18.1%	6.1%	12.0%	20.1%
	written warning	11.8%	10.1%	8.2%	24.0%	10.2%
	citation	52.9%	68.8%	79.6%	64.0%	67.0%
	citation and arrest	-	2.2%	4.1%	-	2.0%
	arrest	-	0.7%	2.0%	-	0.7%
Oak Ridge PD	verbal warning	11.1%	19.4%	10.7%	8.2%	12.9%
	written warning	35.2%	27.2%	22.7%	28.6%	28.7%
	citation	53.7%	45.9%	58.7%	61.2%	56.0%
	citation and arrest	-	3.1%	2.7%	2.0%	1.1%
	arrest	-	4.3%	5.3%	-	1.3%
Obion PD	verbal warning	-	-	-	-	3.4%
	citation	-	83.3%	-	-	96.6%
	arrest	-	16.7%	-	-	-

Exhibit 29: Disposition of Stops, by race

Agency	Disposition	Asian	African-American	Hispanic	Other	White
Oliver Springs PD	verbal warning	40.0%	36.4%	44.4%	25.0%	39.3%
	written warning	-	5.2%	-	-	5.1%
	citation	60.0%	53.2%	44.4%	75.0%	51.0%
	citation and arrest	-	-	-	-	1.6%
	arrest	-	5.2%	11.1%	-	3.0%
Paris PD	verbal warning	66.7%	69.1%	58.3%	62.5%	66.8%
	written warning	-	0.3%	-	-	0.3%
	citation	33.3%	19.6%	25.0%	25.0%	28.4%
	citation and arrest	-	1.1%	-	-	1.0%
	arrest	-	9.9%	16.7%	12.5%	3.5%
Pulaski PD	verbal warning	-	0.3%	-	-	0.4%
	written warning	73.3%	53.9%	48.3%	81.8%	57.8%
	citation	26.7%	42.6%	44.8%	18.2%	40.5%
	citation and arrest	-	2.4%	-	-	0.6%
	arrest	-	0.9%	6.9%	-	0.7%
Ripley PD	verbal warning	57.1%	45.8%	39.6%	16.7%	50.3%
	written warning	-	0.1%	-	-	0.2%
	citation	42.9%	48.6%	43.8%	83.3%	44.7%
	citation and arrest	-	2.2%	4.2%	-	1.6%
	arrest	-	3.3%	12.5%	-	3.2%
Roane County SD	verbal warning	25.0%	36.1%	25.0%	66.7%	27.8%
	written warning	75.0%	40.3%	45.8%	33.3%	50.6%
	citation	-	16.7%	20.8%	-	15.6%
	citation and arrest	-	1.4%	-	-	1.6%
	arrest	-	5.6%	8.3%	-	4.5%
Rutledge PD	verbal warning	-	-	-	-	1.4%
	written warning	-	-	-	-	0.2%
	citation	-	85.7%	100.0%	-	95.1%
	citation and arrest	-	14.3%	-	-	1.1%
	arrest	-	-	-	-	2.2%
Signal Mountain PD	verbal warning	30.0%	45.5%	60.0%	62.5%	50.1%
	written warning	-	-	-	-	0.1%
	citation	70.0%	38.6%	35.0%	25.0%	47.2%
	citation and arrest	-	13.6%	-	12.5%	1.7%
	arrest	-	2.3%	5.0%	-	1.0%
Sumner County SD	verbal warning	80.0%	68.2%	60.2%	92.9%	73.3%
	written warning	-	10.3%	8.6%	7.1%	13.8%
	citation	20.0%	11.7%	18.3%	-	9.2%
	citation and arrest	-	2.3%	2.2%	-	1.0%
	arrest	-	7.5%	10.8%	-	2.7%

Exhibit 29: Disposition of Stops, by race

Agency	Disposition	Asian	African-American	Hispanic	Other	White
Trimble PD	verbal warning	-	78.1%	50.0%	-	68.9%
	written warning	-	12.5%	-	-	18.7%
	citation	-	-	-	-	4.2%
	citation and arrest	-	-	-	-	0.3%
	arrest	-	9.4%	50.0%	-	7.9%
Union City PD	verbal warning	16.7%	29.2%	25.9%	-	19.6%
	written warning	-	3.9%	-	9.1%	4.3%
	citation	83.3%	63.1%	64.2%	90.9%	74.5%
	citation and arrest	-	1.0%	2.5%	-	0.7%
	arrest	-	2.9%	7.4%	-	0.9%
Whiteville PD	verbal warning	14.3%	51.2%	70.0%	20.0%	49.9%
	written warning	28.6%	11.3%	20.0%	40.0%	12.9%
	citation	57.1%	33.1%	10.0%	40.0%	33.8%
	citation and arrest	-	0.9%	-	-	0.8%
	arrest	-	3.5%	-	-	2.6%
Statewide	**verbal warning**	**18.7%**	**14.8%**	**19.9%**	**16.1%**	**18.7%**
	written warning	**4.5%**	**3.8%**	**5.3%**	**3.7%**	**6.9%**
	citation	**75.3%**	**75.2%**	**61.0%**	**77.2%**	**71.3%**
	citation and arrest	**0.7%**	**2.4%**	**7.7%**	**1.6%**	**1.4%**
	arrest	**0.8%**	**3.8%**	**6.1%**	**1.3%**	**1.7%**

Source: Comptroller of the Treasury, Office of Research. Data collected between January 1, 2001 and December 31, 2001.

Appendix 5 (continued)

Exhibit 30: Reasons for and Disposition of Stops, by race

Reason for the Stop	Disposition of the Stop	Asian	African-American	Hispanic	Other	White
Criminal	verbal warning	37.8%	36.6%	28.6%	46.3%	42.7%
	written warning	8.1%	1.6%	1.7%	-	3.6%
	citation	27.0%	20.4%	24.2%	28.8%	20.6%
	citation and arrest	5.4%	7.4%	8.1%	3.8%	6.4%
	arrest	21.6%	34.0%	37.4%	21.3%	26.7%
Moving Violation	verbal warning	15.4%	11.0%	15.1%	11.1%	14.8%
	written warning	4.1%	3.4%	5.8%	3.6%	6.4%
	citation	79.4%	81.3%	68.3%	83.3%	76.6%
	citation and arrest	0.5%	1.7%	5.6%	1.1%	1.0%
	arrest	0.6%	2.6%	5.2%	1.0%	1.3%
Vehicle Equipment Violation	verbal warning	34.2%	26.7%	31.7%	32.0%	32.6%
	written warning	6.2%	5.3%	4.2%	4.3%	9.0%
	citation	57.7%	58.0%	45.3%	59.0%	54.1%
	citation and arrest	0.9%	4.6%	13.1%	3.4%	2.7%
	arrest	0.9%	5.4%	5.7%	1.2%	1.6%

Source: Comptroller of the Treasury, Office of Research. Data collected between January 1, 2001 and December 31, 2001.

Appendix 5 (continued)

Exhibit 31: Search, by race

Agency	Did Search Occur?	Asian	African-American	Hispanic	Other	White
Ardmore PD	No Search	66.7%	96.1%	75.0%	100.0%	81.9%
	Unspecified	-	2.0%	-	-	2.8%
	Search	33.3%	2.0%	25.0%	-	15.4%
Athens PD	No Search	93.8%	87.8%	91.3%	100.0%	94.2%
	Unspecified	-	1.2%	1.4%	-	0.5%
	Search	6.3%	11.0%	7.2%	-	5.3%
Atoka PD	No Search	100.0%	88.8%	83.3%	100.0%	94.1%
	Unspecified	-	0.3%	-	-	0.4%
	Search	-	10.9%	16.7%	-	5.5%
Belle Meade PD	No Search	64.4%	55.9%	58.7%	58.2%	72.6%
	Unspecified	2.2%	3.4%	3.2%	4.5%	2.3%
	Search	33.3%	40.7%	38.1%	37.3%	25.1%
Brownsville PD	No Search	75.0%	85.0%	88.2%	84.6%	90.4%
	Unspecified	16.7%	0.5%	1.0%	7.7%	0.4%
	Search	8.3%	14.5%	10.8%	7.7%	9.1%
Camden PD	No Search	-	90.0%	83.3%	100.0%	90.5%
	Unspecified	-	5.0%	-	-	4.1%
	Search	100.0%	5.0%	16.7%	-	5.4%
Chattanooga PD	No Search	90.9%	89.1%	85.6%	91.4%	93.7%
	Unspecified	6.2%	1.4%	1.8%	1.8%	1.1%
	Search	2.9%	9.4%	12.7%	6.8%	5.2%
Clarksville PD	No Search	93.6%	90.1%	91.9%	88.1%	92.3%
	Unspecified	1.6%	0.8%	1.5%	4.2%	1.0%
	Search	4.8%	9.1%	6.6%	7.6%	6.8%
Coffee County SD	No Search	50.0%	72.7%	77.3%	100.0%	77.0%
	Unspecified	-	-	-	-	1.6%
	Search	50.0%	27.3%	22.7%	-	21.4%
Dyersburg PD	No Search	100.0%	87.4%	87.3%	91.7%	90.8%
	Unspecified	-	1.8%	3.2%	-	2.1%
	Search	-	10.8%	9.5%	8.3%	7.0%
East Ridge PD	No Search	97.0%	93.3%	92.3%	94.1%	95.0%
	Unspecified	3.0%	1.6%	2.2%	5.9%	1.8%
	Search	-	5.2%	5.5%	-	3.3%
Estill Springs PD	No Search	66.7%	85.1%	80.0%	100.0%	87.2%
	Unspecified	33.3%	3.5%	-	-	1.1%
	Search	-	11.4%	20.0%	-	11.8%
Fayetteville PD	No Search	83.3%	85.9%	90.2%	100.0%	92.0%
	Search	16.7%	14.1%	9.8%	-	8.0%
Franklin PD	No Search	98.6%	94.6%	89.3%	99.4%	97.8%
	Unspecified	-	0.6%	0.4%	-	0.5%
	Search	1.4%	4.8%	10.4%	0.6%	1.7%
Gates PD	No Search	100.0%	86.5%	100.0%	100.0%	94.7%
	Unspecified	-	1.1%	-	-	-

Exhibit 31: Search, by race

Agency	Did Search Occur?	Asian	African-American	Hispanic	Other	White
	Search	-	12.4%	-	-	5.3%
Halls PD	No Search	-	87.6%	80.0%	100.0%	85.9%
	Unspecified	-	3.6%	-	-	7.0%
	Search	-	8.8%	20.0%	-	7.0%
Haywood County SD	No Search	100.0%	90.9%	60.0%	100.0%	94.2%
	Unspecified	-	1.3%	-	-	-
	Search	-	7.8%	40.0%	-	5.8%
Humboldt PD	No Search	80.0%	76.3%	88.2%	100.0%	81.6%
	Unspecified	20.0%	13.5%	-	-	14.2%
	Search	-	10.2%	11.8%	-	4.1%
Jackson PD	No Search	100.0%	87.8%	84.3%	92.0%	94.0%
	Unspecified	-	1.1%	1.2%	1.2%	1.1%
	Search	-	11.1%	14.5%	6.8%	4.9%
Jellico PD	No Search	-	100.0%	-	100.0%	83.7%
	Unspecified	-	-	-	-	3.2%
	Search	-	-	-	-	13.1%
Knoxville PD	No Search	95.3%	83.1%	80.0%	94.4%	91.0%
	Unspecified	1.0%	1.6%	0.9%	1.8%	1.2%
	Search	3.7%	15.3%	19.0%	3.8%	7.8%
Lake City PD	No Search	100.0%	72.2%	40.0%	100.0%	86.4%
	Unspecified	-	-	-	-	2.3%
	Search	-	27.8%	60.0%	-	11.3%
Lenoir City PD	No Search	90.9%	83.3%	94.0%	100.0%	92.0%
	Unspecified	9.1%	-	-	-	1.3%
	Search	-	16.7%	6.0%	-	6.7%
Madison County SD	No Search	87.5%	91.1%	84.4%	92.9%	94.6%
	Unspecified	-	0.5%	2.2%	-	0.7%
	Search	12.5%	8.3%	13.3%	7.1%	4.7%
Manchester PD	No Search	95.5%	87.8%	84.3%	94.7%	90.9%
	Unspecified	4.5%	2.2%	1.4%	-	1.9%
	Search	-	10.1%	14.3%	5.3%	7.2%
Martin PD	No Search	100.0%	83.1%	80.8%	91.7%	90.6%
	Search	-	16.9%	19.2%	8.3%	9.4%
Maury County SD	No Search	100.0%	87.3%	75.4%	100.0%	90.5%
	Unspecified	-	-	-	-	0.4%
	Search	-	12.7%	24.6%	-	9.0%
Memphis PD	No Search	94.7%	94.3%	89.3%	96.2%	96.1%
	Unspecified	3.3%	0.9%	1.4%	0.7%	1.0%
	Search	2.0%	4.8%	9.3%	3.2%	2.9%
Metro Nashville PD	No Search	96.6%	85.0%	75.4%	93.2%	93.4%
	Search	3.4%	15.0%	24.6%	6.8%	6.6%
MTSU	No Search	82.4%	85.0%	70.0%	100.0%	87.4%
	Unspecified	11.8%	8.0%	10.0%	-	4.0%
	Search	5.9%	7.0%	20.0%	-	8.6%
Millersville PD	No Search	100.0%	96.4%	79.6%	92.0%	93.0%

Exhibit 31: Search, by race

Agency	Did Search Occur?	Asian	African-American	Hispanic	Other	White
	Unspecified	-	0.7%	2.0%	-	1.1%
	Search	-	2.9%	18.4%	8.0%	5.9%
Oak Ridge PD	No Search	98.1%	88.0%	86.8%	98.0%	94.8%
	Unspecified	1.9%	0.7%	5.3%	2.0%	1.0%
	Search	-	11.4%	7.9%	-	4.2%
Obion PD	No Search	-	83.3%	-	-	98.3%
	Search	-	16.7%	-	-	1.7%
Oliver Springs PD	No Search	100.0%	87.2%	77.8%	75.0%	89.8%
	Unspecified	-	-	-	-	1.4%
	Search	-	12.8%	22.2%	25.0%	8.8%
Paris PD	No Search	91.7%	81.2%	66.7%	75.0%	86.9%
	Unspecified	8.3%	1.4%	8.3%	-	1.3%
	Search	-	17.4%	25.0%	25.0%	11.8%
Pulaski PD	No Search	100.0%	95.1%	79.3%	100.0%	98.1%
	Search	-	4.9%	20.7%	-	1.9%
Ripley PD	No Search	85.7%	90.8%	79.2%	100.0%	88.3%
	Unspecified	-	0.9%	-	-	1.2%
	Search	14.3%	8.3%	20.8%	-	10.5%
Roane County SD	No Search	87.5%	77.3%	76.0%	83.3%	79.7%
	Unspecified	12.5%	8.0%	8.0%	-	5.3%
	Search	-	14.7%	16.0%	16.7%	15.0%
Rutledge PD	No Search	-	85.7%	75.0%	-	80.5%
	Unspecified	-	-	25.0%	-	15.3%
	Search	-	14.3%	-	-	4.1%
Signal Mountain PD	No Search	90.0%	86.4%	81.0%	87.5%	95.4%
	Unspecified	10.0%	-	4.8%	-	0.9%
	Search	-	13.6%	14.3%	12.5%	3.7%
Sumner County SD	No Search	80.0%	85.7%	73.4%	100.0%	88.5%
	Unspecified	20.0%	2.3%	2.1%	-	0.9%
	Search	-	12.0%	24.5%	-	10.6%
Trimble PD	No Search	-	81.3%	-	-	82.0%
	Unspecified	-	-	-	-	6.8%
	Search	-	18.8%	100.0%	-	11.2%
Union City PD	No Search	100.0%	86.3%	79.0%	90.9%	95.3%
	Unspecified	-	0.6%	1.2%	-	0.4%
	Search	-	13.1%	19.8%	9.1%	4.3%
Whiteville PD	No Search	100.0%	92.3%	90.0%	100.0%	93.7%
	Unspecified	-	2.2%	-	-	1.6%
	Search	-	5.5%	10.0%	-	4.6%
Statewide	**No Search**	**94.8%**	**91.0%**	**82.4%**	**93.9%**	**93.2%**
	Unspecified	**2.1%**	**0.9%**	**0.8%**	**0.6%**	**0.9%**
	Search	**3.1%**	**8.1%**	**16.8%**	**5.4%**	**5.8%**

Source: Comptroller of the Treasury, Office of Research. Data collected between January 1, 2001 and December 31, 2001.

Exhibit 32: Evidence as a Percentage of Total Stops, by race

Agency	Was Evidence Seized?	Asian	African-American	Hispanic	Other	White
Ardmore PD	No Evidence Seized	100.0%	98.0%	100.0%	100.0%	89.8%
	Unspecified	-	2.0%	-	-	2.8%
	Evidence Seized	-	-	-	-	7.5%
Athens PD	No Evidence Seized	93.8%	95.4%	97.8%	100.0%	97.9%
	Unspecified	6.3%	2.6%	1.4%	-	1.3%
	Evidence Seized	-	2.0%	0.7%	-	0.8%
Atoka PD	No Evidence Seized	100.0%	97.2%	91.7%	100.0%	97.5%
	Unspecified	-	0.6%	-	-	0.6%
	Evidence Seized	-	2.2%	8.3%	-	1.9%
Belle Meade PD	No Evidence Seized	93.3%	96.6%	93.7%	95.5%	97.0%
	Unspecified	6.7%	3.4%	4.8%	4.5%	2.6%
	Evidence Seized	-	-	1.6%	-	0.4%
Brownsville PD	No Evidence Seized	75.0%	94.5%	93.1%	92.3%	95.5%
	Unspecified	25.0%	0.9%	1.0%	7.7%	0.5%
	Evidence Seized	-	4.5%	5.9%	-	3.9%
Camden PD	No Evidence Seized	100.0%	100.0%	100.0%	100.0%	95.1%
	Unspecified	-	-	-	-	4.4%
	Evidence Seized	-	-	-	-	0.5%
Chattanooga PD	No Evidence Seized	93.0%	96.5%	96.7%	97.3%	97.8%
	Unspecified	7.0%	1.8%	2.0%	2.3%	1.4%
	Evidence Seized	-	1.7%	1.3%	0.5%	0.8%
Clarksville PD	No Evidence Seized	98.0%	97.8%	97.1%	96.6%	97.8%
	Unspecified	1.2%	1.0%	1.5%	3.4%	1.0%
	Evidence Seized	0.8%	1.3%	1.5%	-	1.1%
Coffee County SD	No Evidence Seized	50.0%	100.0%	95.5%	100.0%	93.6%
	Unspecified	50.0%	-	-	-	3.1%
	Evidence Seized	-	-	4.5%	-	3.3%
Dyersburg PD	No Evidence Seized	100.0%	95.0%	95.2%	100.0%	96.3%
	Unspecified	-	3.0%	4.8%	-	2.6%
	Evidence Seized	-	2.1%	-	-	1.1%
East Ridge PD	No Evidence Seized	97.0%	97.1%	97.8%	96.1%	97.7%
	Unspecified	3.0%	2.1%	2.2%	3.9%	1.8%
	Evidence Seized	-	0.9%	-	-	0.6%
Estill Springs PD	No Evidence Seized	66.7%	94.7%	100.0%	100.0%	95.6%
	Unspecified	33.3%	3.5%	-	-	1.9%
	Evidence Seized	-	1.8%	-	-	2.5%
Fayetteville PD	No Evidence Seized	100.0%	95.7%	100.0%	100.0%	98.4%
Franklin PD	No Evidence Seized	100.0%	99.3%	99.1%	99.4%	99.6%
	Unspecified	-	0.2%	0.6%	-	0.1%
	Evidence Seized	-	0.5%	0.4%	0.6%	0.3%
Gates PD	No Evidence Seized	100.0%	95.5%	100.0%	100.0%	98.1%
	Unspecified	-	2.2%	-	-	0.5%
	Evidence Seized	-	2.2%	-	-	1.5%

Exhibit 32: Evidence as a Percentage of Total Stops, by race

Agency	Was Evidence Seized?	Asian	African-American	Hispanic	Other	White
Halls PD	No Evidence Seized	-	91.2%	100.0%	100.0%	88.3%
	Unspecified	-	5.7%	-	-	8.2%
	Evidence Seized	-	3.1%	-	-	3.5%
Haywood County SD	No Evidence Seized	100.0%	94.8%	80.0%	100.0%	97.1%
	Unspecified	-	2.6%	-	-	2.9%
	Evidence Seized	-	2.6%	20.0%	-	-
Humboldt PD	No Evidence Seized	80.0%	81.3%	94.1%	100.0%	84.2%
	Unspecified	20.0%	16.9%	-	-	15.2%
	Evidence Seized	-	1.8%	5.9%	-	0.6%
Jackson PD	No Evidence Seized	100.0%	96.4%	98.8%	97.3%	97.8%
	Unspecified	-	1.7%	1.2%	0.3%	1.4%
	Evidence Seized	-	2.0%	-	2.4%	0.8%
Jellico PD	No Evidence Seized	-	100.0%	-	100.0%	92.6%
	Unspecified	-	-	-	-	4.9%
	Evidence Seized	-	-	-	-	2.5%
Knoxville PD	No Evidence Seized	98.3%	94.3%	94.3%	97.5%	96.4%
	Unspecified	1.3%	2.1%	3.5%	2.0%	1.6%
	Evidence Seized	0.3%	3.5%	2.2%	0.5%	2.0%
Lake City PD	No Evidence Seized	100.0%	83.3%	80.0%	100.0%	94.1%
	Unspecified	-	-	10.0%	-	2.8%
	Evidence Seized	-	16.7%	10.0%	-	3.1%
Lenoir City PD	No Evidence Seized	90.9%	94.4%	98.0%	100.0%	97.0%
	Unspecified	9.1%	2.8%	-	-	1.5%
	Evidence Seized	-	2.8%	2.0%	-	1.4%
Madison County SD	No Evidence Seized	87.5%	97.3%	97.8%	92.9%	98.2%
	Unspecified	12.5%	0.7%	2.2%	7.1%	1.1%
	Evidence Seized	-	2.0%	-	-	0.7%
Manchester PD	No Evidence Seized	95.5%	95.7%	97.1%	100.0%	95.7%
	Unspecified	4.5%	2.9%	1.4%	-	2.2%
	Evidence Seized	-	1.4%	1.4%	-	2.0%
Martin PD	No Evidence Seized	100.0%	98.6%	96.2%	91.7%	98.6%
	Evidence Seized	-	1.4%	3.8%	8.3%	1.4%
Maury County SD	No Evidence Seized	100.0%	97.5%	100.0%	100.0%	97.6%
	Unspecified	-	1.0%	-	-	0.7%
	Evidence Seized	-	1.5%	-	-	1.7%
Memphis PD	No Evidence Seized	96.6%	98.2%	97.5%	98.6%	98.6%
	Unspecified	3.3%	1.1%	1.5%	0.8%	1.0%
	Evidence Seized	0.1%	0.7%	1.1%	0.6%	0.4%
Metro-Nashville PD	No Evidence Seized	99.6%	96.6%	97.5%	99.4%	98.5%
	Evidence Seized	0.4%	3.4%	2.5%	0.6%	1.5%
MTSU	No Evidence Seized	82.4%	91.7%	90.0%	100.0%	93.9%
	Unspecified	17.6%	7.3%	10.0%	-	4.2%
	Evidence Seized	-	1.0%	-	-	1.9%

Exhibit 32: Evidence as a Percentage of Total Stops, by race

Agency	Was Evidence Seized?	Asian	African-American	Hispanic	Other	White
Millersville PD	No Evidence Seized	100.0%	98.6%	98.0%	100.0%	97.4%
	Unspecified	-	-	2.0%	-	1.0%
	Evidence Seized	-	1.4%	-	-	1.6%
Oak Ridge PD	No Evidence Seized	98.1%	96.4%	93.4%	100.0%	97.9%
	Unspecified	1.9%	1.2%	5.3%	-	1.0%
	Evidence Seized	-	2.4%	1.3%	-	1.1%
Obion PD	No Evidence Seized	-	83.3%	-	-	100.0%
	Evidence Seized	-	16.7%	-	-	-
Oliver Springs PD	No Evidence Seized	100.0%	93.6%	100.0%	75.0%	95.4%
	Unspecified	-	3.8%	-	25.0%	1.5%
	Evidence Seized	-	2.6%	-	-	3.1%
Paris PD	No Evidence Seized	91.7%	93.7%	83.3%	75.0%	95.6%
	Unspecified	8.3%	3.2%	12.5%	25.0%	2.6%
	Evidence Seized	-	3.1%	4.2%	-	1.7%
Pulaski PD	No Evidence Seized	100.0%	99.3%	100.0%	100.0%	99.6%
	Evidence Seized	-	0.7%	-	-	0.4%
Ripley PD	No Evidence Seized	100.0%	95.3%	91.7%	100.0%	95.7%
	Unspecified	-	2.4%	-	-	1.6%
	Evidence Seized	-	2.3%	8.3%	-	2.7%
Roane County SD	No Evidence Seized	87.5%	90.7%	88.0%	100.0%	89.1%
	Unspecified	12.5%	9.3%	12.0%	-	7.7%
	Evidence Seized	-	-	-	-	3.2%
Rutledge PD	No Evidence Seized	-	85.7%	75.0%	-	82.5%
	Unspecified	-	-	25.0%	-	15.9%
	Evidence Seized	-	14.3%	-	-	1.6%
Signal Mountain PD	No Evidence Seized	90.0%	100.0%	95.2%	100.0%	97.5%
	Unspecified	10.0%	-	4.8%	-	1.1%
	Evidence Seized	-	-	-	-	1.4%
Sumner County SD	No Evidence Seized	100.0%	96.3%	95.7%	100.0%	97.5%
	Unspecified	-	1.8%	3.2%	-	1.0%
	Evidence Seized	-	1.8%	1.1%	-	1.5%
Trimble PD	No Evidence Seized	-	93.8%	50.0%	-	91.1%
	Unspecified	-	6.3%	-	-	6.3%
	Evidence Seized	-	-	50.0%	-	2.6%
Union City PD	No Evidence Seized	100.0%	97.9%	96.3%	100.0%	98.6%
	Unspecified	-	0.4%	2.5%	-	0.4%
	Evidence Seized	-	1.7%	1.2%	-	1.0%
Whiteville PD	No Evidence Seized	100.0%	96.0%	100.0%	100.0%	97.3%
	Unspecified	-	2.6%	-	-	1.6%
	Evidence Seized	-	1.5%	-	-	1.0%
Statewide	**No Evidence Seized**	**58.0%**	**57.0%**	**68.7%**	**63.8%**	**54.6%**
	Unspecified	**41.7%**	**41.4%**	**29.5%**	**35.6%**	**44.2%**
	Evidence Seized	**0.2%**	**1.6%**	**1.8%**	**0.6%**	**1.2%**

Source: Comptroller of the Treasury, Office of Research. Data collected between January 1, 2001 and December 31, 2001.

Offices of Research and Education Accountability Staff

Director
◆Ethel Detch

**Assistant Director
(Research)**
◆Douglas Wright

**Assistant Director
(Education Accountability)**
Katie Cour

Principal Legislative Research Analyst
◆Dan Cohen-Vogel
◆Kim Potts

Senior Legislative Research Analysts
Denise Denton
Phil Doss
Margaret Rose
◆Greg Spradley

Associate Legislative Research Analysts
Bonnie Adamson
◆Brian Doss
◆Richard Gurley
Emily Ogden
◆Melissa Jo Smith
Karen Tolbert
Emily Wilson

Executive Secretary
◆Sherrill Murrell

◆indicates staff who assisted with this project