

2nd Annual Report
Denver Police Department
Contact Card Data Analysis
June 1, 2002 through May 31, 2003

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Table of Contents

Highlights..... 7

Introduction..... 8

The Biased Policing Task Force 8

What can we learn from the data?..... 9

 Data Collection Process 9

 Data Challenges 11

 Uses for Data..... 11

 Data Evaluation Process 11

Contact Card Analysis..... 12

 Background Information..... 13

 Overview of Contacts 15

 Perceived Race/Ethnicity of Those Stopped..... 16

 Denver Residents and Non-residents Stopped 22

 Age 24

 Time of Day..... 26

 Duration of Stops 28

 Reason for Stop 29

 Action Taken..... 31

 Searches..... 33

 Hit Rates (Contraband Seized during Search)..... 36

Comparisons 38

 Citizen-initiated Calls for Service..... 38

 Victim Identified Suspects from Offense Reports 39

 Gang Offenses..... 40

 Non-discretionary Arrests..... 41

Vice and Narcotics Complaints.....	42
Hit and Run Accidents.....	43
Firearm Offenses Suspect Information.....	44
Commendation / Complaint Hot Line.....	44
Discussion & Future Directions.....	45
Acknowledgements.....	47
Appendix I - Victim Identified Suspects from Offense Reports.....	48
Appendix II - Non-discretionary Arrests.....	49
Appendix III - New Precincts/Precinct Changes.....	51

List of Tables

Table 1 – Selected Comparison Data..... 12

Table 2 - Summary of Race/Ethnicity of Those Stopped..... 17

Table 3 - Denver Residents and Non-residents Contacted..... 22

Table 4 – Gender Comparisons..... 23

Table 5 – Summary of Time Stopped..... 26

Table 6 - Reason for Stops..... 29

Table 7 - Action Taken..... 31

Table 8 - Type of Search..... 33

Table 9 – Percent of Search Types Also Involving Arrests..... 34

Table 10 - Hit Rate of Those Searched..... 36

Table 11 - Hit Rates for Types of Searches..... 37

List of Figures

Figure 1 – DPD Contact Card..... 10

Figure 2 - DPD Precincts Reference Map 13

Figure 3 - Census Demographics of Denver..... 14

Figure 4 – Maps of Contact Totals..... 15

Figure 5 - Perceived Race/Ethnicity of Stops..... 17

Figure 6 - Traffic Stops Perceived Race/Ethnicity Maps (White & Black Race/Ethnicity) . 18

Figure 7 - Traffic Stops Perceived Race/Ethnicity Maps (Hispanic & Asian Race/Ethnicity)
..... 19

Figure 8 - Pedestrian Stops Perceived Race/Ethnicity Maps (White & Black Race/Ethnicity)
..... 20

Figure 9 - Pedestrian Stops Perceived Race/Ethnicity Maps (Hispanic & Asian
Race/Ethnicity)..... 21

Figure 10 Non-resident Population by Race/Ethnicity..... 22

Figure 11- Gender Comparisons 23

Figure 12 - Age Distribution of Traffic Stops..... 24

Figure 13 - Age Distribution of Pedestrian Stops 24

Figure 14 Age Distribution by Race/Ethnicity for Traffic Stops 25

Figure 15 Age Distribution by Race/Ethnicity for Pedestrian Stops..... 25

Figure 16- Time of Day..... 26

Figure 17 - Maps of All Stops by Time of Day..... 27

Figure 18 - Duration of Stop (Traffic)..... 28

Figure 19 - Duration of Stop (Pedestrian)..... 28

Figure 20 - Reason for Traffic Stops 30

Figure 21 - Reason for Pedestrian Stops..... 30

Figure 22 - Action Taken (Traffic Stops)..... 32

Figure 23 - Action Taken (Pedestrian) 32

Highlights

- The 2nd Annual Denver Police Contact Card Analysis presents findings from the 2nd year of data collection for comparison with the 1st year. In fact, most of the percentages, trends, and geographic patterns remain markedly similar to the first report.
- The Biased Policing Task Force, comprised of police and community members, conceived data collection as part of a much broader effort concerning this significant community issue.
- The Biased Policing Task Force Data Collection Subcommittee elected to follow a mission-driven comparative model, which not only examines the contact card data itself, but also compares the data to policing activities that reflect whether police are: 1) promoting public safety; 2) reducing crime and victimization; and 3) addressing quality of life issues in neighborhoods.
- DPD collected 155,004 contact cards from June 1, 2002, through May 31, 2003, including both traffic stops (124,104) and pedestrian stops (29,456).
- Prior to stopping individuals, officers were able to determine race/ethnicity of the person contacted 76.3% of the time for pedestrian contacts, but only 8.4% in traffic stops.
- Overall, just half of the people stopped for traffic stops were residents of Denver; for pedestrian stops the percentage increases to just over 70%.
- For traffic stops, those perceived White constituted the largest percentage of stops (46.8%), followed by Hispanics (32.7%), and Blacks (17.1%). The remainder was Asian, American Indian, and Middle Eastern. For pedestrian stops, officers contacted an almost even percentage of Whites (32.0%), Blacks (34.1%), and Hispanics (29.7%).
- The data suggest that people are generally stopped in or near their own neighborhoods and/or that non-residents are commonly stopped in places with a similar race/ethnic make-up to the officers' perceptions of their race/ethnicity.
- For traffic stops, more people were stopped for moving violations than for any other reason, particularly Whites (38.9%).
- Some of the percentages shifted slightly from the first report for pedestrian search types. Consent searches increased for Blacks (9.8% to 12.0%), but dropped for cursory searches (38.0% to 35.8%) and incident to arrest (26.7% to 25.4%). For Hispanics consent searches (5.9% to 7.1%) and incident to arrest (24.1% to 25.1%) increased, but decreased for cursory searches (39.1% to 36.3%). White consent (7.9% to 9.7%) and incident to arrest (22.6% to 25.0%) also increased and decreased slightly for cursory searches (28.8% to 28.6%).
- In all categories of pedestrian searches, Blacks, Hispanics, and Whites were searched generally at the same rates, except in the case of cursory searches when Whites were searched at a lower rate.
- Those perceived to be Hispanic and Black were searched at a higher rate than Whites during traffic stops for all types of searches. Hispanics were searched at the highest rate for cursory searches (Hispanics: 10.7%, Blacks: 9.8%, Whites: 3.3%). For consent searches, the percentage searched was fairly low for all groups (Blacks: 3.0%, Hispanics: 2.0%, Whites: 1.4%). Blacks experienced the highest percentage incident to arrest searches (Blacks: 13.7%, Hispanics: 10.7%, Whites: 3.3%).
- For traffic searches, consent and cursory remained stable for all groups from the first report. Incident to arrest increased slightly for all groups.
- Contraband seized for Hispanics was consistently lower for all types of searches (consent: 15.0%, cursory: 9.6%, and incident to arrest: 18.3%); the percentage of searches where contraband was seized was highest for Blacks for all searches: consent (22.6%), incident to arrest (29.5%), and cursory (15.5%).
- Consent searches resulting in contraband seized for Hispanics dropped from the first year (19.1% to 15.0%), while the percentages remained stable for cursory and incident to arrest searches. For Blacks, contraband seized during a consent search dropped (24.9% to 22.6%), but increased for cursory searches (13.9% to 15.5%) and for incident to arrest (27.7% to 29.5%).

Introduction

In the last several years, many communities across the U.S. have undertaken efforts to assess the role that race and/or ethnicity plays in police stops. Within this national context, the Denver Police Department (DPD) started collecting contact card data on June 1, 2001, as one component in a broader effort to evaluate this complex issue. Collection of pedestrian and traffic stop data ceased after a 2-1/2 year period on December 31, 2004. In November, 2001, a preliminary summary of the data collected from June 1, 2001 through August 31, 2001 was released in advance of a one-year report. As a more complete follow-up, the 1st Annual Report presented findings from the data collected from June 1, 2001 through May 31, 2002. The 2nd Annual Report continues the assessment process and closely follows the same format and data presentation. Consequently, the background to this project in Denver, the process the community and DPD undertook, the limitations in the data, and the potential data uses all remain incredibly important to the interpretation of the information contained within this report.

Background information and definitions from the 1st Annual Report are included in this report because of the relevance to understanding the data. For consistency, the structure of the report remains the same as the previous one. The first section provides background on other DPD efforts undertaken as part of the broader project and briefly addresses the limitations and potential uses of the data. The next section presents some of initial findings summarizing contact card data and is followed by a presentation of comparisons. The last portion of the report offers a discussion of the data along with future directions.

The Biased Policing Task Force

In November, 2000, a Biased Policing Task Force¹, comprised of community and police members, started addressing the complex nature of the biased policing question in the City and County of Denver. Four subcommittees were established to review specialized issues, including: 1) policy/procedures; 2) data collection; 3) training; and 4) youth issues. Importantly, while certainly a significant component of the process, data collection was conceived as part of a much broader effort to create a dialogue concerning this significant community issue.

Members of the Biased Policing Task Force shaped new policy and procedures relative to biased policing. In addition, several types of training were implemented, including cultural awareness training for all sworn and civilian police department employees. Further, all officers received additional instruction on Stop & Frisk and the Fourth Amendment and all patrol officers who engage in street level narcotics enforcement attended 24 hours of training. These training sessions emphasized proper development of reasonable suspicion, and probable cause. When officers are promoted to their first supervisor position (corporal and sergeant), they are now required to attend a mini-academy that includes a section on biased policing. In fact, the biased policing training developed by the DPD for internal use was combined with instruction from the Anti-Defamation League and is now the required

¹ The Biased Policing Task Force incorporated input from members of 25 neighborhood groups, 78 organizations and officers from all levels of DPD. There were 47 meetings over a 7-month period involving over 1,800 hours of work prior to the initiation of data collection. For more details on the Denver Biased Policing Task Force, see <http://www.denvergov.org/Police/template.19843.asp>.

statewide training program administered by the Colorado Regional Community Policing Institute and Colorado Police Officer Standards & Training (POST).

What can we learn from the data?

Because claims of racial profiling are often based on personal accounts and other anecdotal evidence, systematic data collection of police contacts can add to the understanding of this issue, but these data must be approached with some caution. Any interpretation must be accompanied by a thorough understanding of the data for appropriate interpretation. The following discusses the data collection process, challenges and uses of the data, and analysis techniques.

Data Collection Process

Officers completed a DPD Contact Card (Figure 1) each time they initiated a traffic stop or contacted a pedestrian in order to capture the officers' decision-making processes with regard to that stop, particularly when some degree of discretion was involved. In circumstances where officers were directed to take action based on a citizen call or at the discretion of another person (a dispatcher or another officer, for example), a contact card was not completed. The 17 categories included on the contact card are similar to the data elements collected in other jurisdictions across the U.S. and follow recommendations put forth in nationally recognized reports.^{2 3} Importantly, officers recorded their perception of the race/ethnicity of people stopped and could select from six different categories, including White, American Indian, Asian, Black, Hispanic, or Middle Eastern. Individuals stopped were not asked to verify their race/ethnicity, nor is this information available on driver's licenses in Colorado as it is in some states. The purpose of the data collection process is to address whether officers treat race/ethnic groups differently based on how they are viewed, not how individuals identify themselves. After completion, the cards were then processed electronically and recorded in a digital database.

² Ramirez, D., J. McDevitt, and A. Farrell (2000). "A Resource Guide on Racial Profiling Data Collections Systems: Promising Practices and Lessons Learned." U.S. Department of Justice Monograph, NCJ 184768.

³ Fridell, I., R. Lunney, D. Diamond, and B. Kubu (2001). "Racially Biased Policing: A Principled Response." Police Executive Research Forum, Washington, DC.

Figure 1 – DPD Contact Card

DENVER POLICE DEPARTMENT
CITIZEN CONTACT DATA SHEET

CORRECT MARK: ○ ○ ○ ○

YEAR: 2001 2002 2003
 MONTH: 01 02 03 04 05 06 07 08 09 10 11 12
 DAY: 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

TIME OF STOP:
 0000-0259 0600-0859 1200-1459 1800-2059
 0300-0559 0900-1159 1500-1759 2100-2359

PRECINCT OF STOP: 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 759

RACE IDENTIFIABLE PRIOR TO STOP: Yes No
 CONTACT TYPE: Driver Passenger Pedestrian
 AGE: 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99

RACE/ETHNICITY: (Based on visual observation only):
 Black Hispanic Middle Eastern

GENDER: Male Female
 LIVES IN CITY: Yes No
 LIVES IN PRECINCT (for adjacent to): Yes No

REASON FOR STOP: (Mark all that apply)
 Moving Violation Personal Observation/Knowledge
 Traffic Stop Suspicion of Crime
 Suspicion of Intoxication Suspicion of Drug Possession
 Suspicion of Alcohol Possession Suspicion of Weapon Possession
 Suspicion of Child Abuse Suspicion of Elder Abuse
 Suspicion of Domestic Violence Suspicion of Stalking
 Suspicion of Harassment Suspicion of Identity Theft
 Suspicion of Identity Theft - Victim Suspicion of Identity Theft - Suspect
 Suspicion of Identity Theft - Other

ACTION TAKEN: (Mark all that apply)
 Field interview and/or Clearance Citation or Order-In
 Verbal Warning Detox/MH/In Hospitalized

SEARCH: (Mark all that apply)
 No Search Incident to arrest
 Curious / Pat Down Canine Alert

CONTRABAND SEIZED: Yes No

DURATION OF STOP: <5 min 10-19 30-39 50-59
 60-69 70-79 80-89 90-99

SHERIFF'S DEPT. EMPLOYEE: Yes

OFF-DUTY (includes secondary employment): Yes

DPD 826

1. Date of Stop
2. Time of Stop – Approximate time stop was initiated (within a 3 hour block)
3. Precinct of Stop – Location, not car assignment
4. Race Identifiable – Could the officer detect the race of the person contacted prior to the stop
5. Contact Type – Contact sheets for passengers are not required unless identification is obtained, or that person is questioned and/or searched.
6. Age of Person Stopped
7. Race/Ethnicity – This is determined by the officer's observation, not from asking the person.
8. Gender
9. Lives in City – Is the person a resident of the City & County of Denver?
10. Lives in Precinct – Does the person reside in the precinct of the contact OR an adjacent precinct?
11. Reason for Stop (Mark all that apply) – *Personal Observation* – Action taken based on the observations and knowledge of the officer. *Received Information* – Action taken based on information received from outside sources. Contacts for which this form is completed are based on a minimum of reasonable suspicion.
12. Action Taken (Mark all that apply) – All actions performed by the officer during the contact.
13. Search (Mark all that apply) – Indicates if a search occurred, including a *Curious/Pat Down* (Frisk), and if so which search type
14. Contraband Seized – Includes evidence, contraband, illegal weapons, drugs, etc.
15. Duration of Stop – Total time of contact at the scene, does not include time spent transporting a prisoner to jail and processing.
16. Sheriff's Dept. Employee – Indicates the form was completed by a Deputy acting either on- or off-duty
17. Off-Duty – Indicates whether the contact occurred while the officer was off-duty or working secondary employment.

Data Challenges

Even after two years of data collection, the numbers in this report do not provide definitive answers regarding police behavior and race relations. In fact, little agreement exists nationally on interpreting these data. They can only serve as guidelines for decision-making, not as a replacement for addressing the complexity of the issue in Denver. The data should act as the basis for further community-police discussions on the topic.

DPD did not capture information on individual officers as part of the collection process. This means that the data can only support general observations about systematic practices. For example, DPD cannot examine the relationship between a specific officer's training and stop practices. The data collection card also does not include information on policing unit so that specialized activities, such as the gang unit or traffic enforcement, cannot be separated from the overall data.

Uses for Data

Although challenges associated with contact card data collection and analysis exist, the data can still be used to improve the effectiveness of policing activities and to improve police-community relations. First and foremost, DPD can look at policing activities in a way never before possible. This is an exciting by-product of the data collection and analysis process. DPD will now have an understanding of stop activity previously not recorded, as well as the effectiveness of search procedures.

Perhaps the most appropriate use of the data is within the context of community oriented policing practices⁴. Patterns of potential concern can be identified and examined through community-police partnerships. In this way, the data can provide a springboard for further activity, investigation, or collaboration. Data collection and analysis are only the beginning of a much larger process with regard to questions concerning biased-based policing.

Data Evaluation Process

When evaluating contact card data, knowing who is "available"⁵ for stop is a vital component. Unfortunately, obtaining good comparison data is difficult and is a challenge that plagues all studies. In order to better appraise whether policing activity is meeting the needs of the community, the Task Force sub-committee on data collection elected to follow a mission-driven comparative model.

The mission driven model is, in part, based on the recognition of the value of an internal review of the data (comparing data elements collected on the contact card to one another). This approach is particularly useful for reviewing the post-stop activity (searches, for

⁴ Community Policing is most easily defined as a partnership between the police and community to engage in problem-solving activities to address crime and disorder. The terms *Community Policing*, *Community Oriented Policing* and *Community Oriented Policing Practices* should be considered in a synonymous context for the purposes of this report.

⁵ In simplest terms, available population refers to all of those people who could potentially be stopped. For instance, all people walking on a given street at a particular time of day have the possibility of being contacted by a police officer.

example) of officers as applied across different races/ethnicities. Further, because of the emphasis on policing activity, traffic stops are almost always evaluated separately from pedestrian stops⁶.

Another facet of this model addresses the equitable application of the law during policing activity by comparing contact data with non-discretionary⁷ crime data. In other words, the data are used to assess whether the police are fulfilling their mission of: 1) promoting public safety; 2) reducing crime and victimization; and 3) addressing quality of life issues in neighborhoods. Spatial analysis (mapping) is an extremely revealing mechanism for conducting these comparisons. This approach allows relating police activity in a geographic area to crime and disorder activity in the same location. The difficulty, and as yet untested, aspect of this model is in defining what measure(s) are most appropriate for comparing activity to the mission. Table 1 presents the selected datasets used for comparative purposes.

Table 1 -- Selected Comparison Data

Type of Comparison Data
<ul style="list-style-type: none"> • Citizen-initiated calls for service -- all call types • Victimization Data, recorded on offense reports – suspect race/ethnicity and gender data (Offense reports are most generally initiated based on the complaint of a citizen and usually involve the commission of a felony or serious misdemeanor. Lower level offenses are handled through the use of General Sessions Summons and Complaints and would be reflected in the non-discretionary arrest data.) • Non-discretionary arrests -- arrests made by officers where they had little or no discretion in the decision to arrest, includes suspect race/ethnicity and gender data • Citizen complaints of vice and narcotic activity -- includes suspect race/ethnicity and gender data • Firearm offenses – includes race/ethnicity and gender data • Hit and run accidents

Contact Card Analysis

This section of the report summarizes the DPD Contact Card Data and presents them descriptively by using tables, graphs, and maps. The geography of the city is a factor that

⁶ Traffic stops are those police contacts for traffic violations most often involving motor vehicles, but could include bicycles, motorcycles, mopeds, etc. Pedestrian stops are police contacts of individuals who are not in a motor vehicle.

⁷ For the purpose of this report *non-discretionary* activities shall refer to those actions where the officer has no or very little discretion as to their actions. For example, arrests based on the signed complaint of a victim, serious moving traffic violations that endanger others, or contacting of individuals based on dispatched calls that all require action as specified by law or policy.

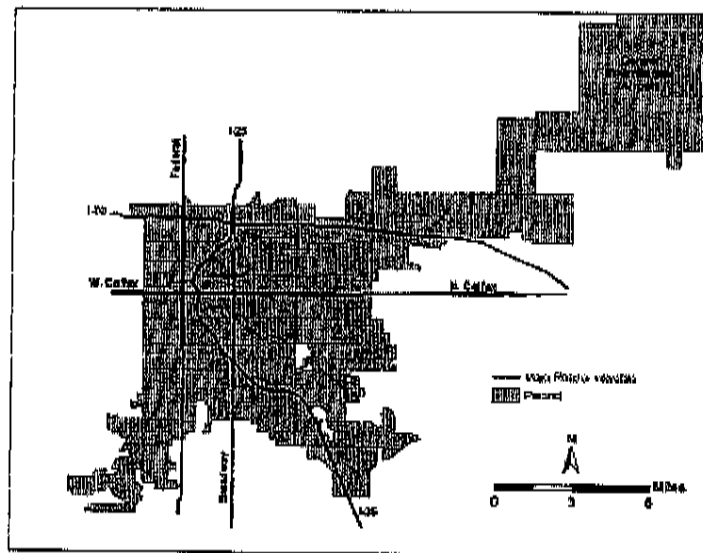
must be considered when interpreting nearly all of the data elements, along with other contextual information provided in the following section.

Background Information

The Denver Police Department consists of 1,402 sworn officers and 319 civilian staff members, serving a population in the City and County of Denver of approximately 550,000 people at the core of a metro-area population of over 2 million. According to the Denver Regional Council of Governments, the daytime population in Denver increases to over 700,000. There are 6 Districts and 72 precincts⁸, covering an area of about 155 square miles. All of the maps of comparison data and contact card data are of precincts, the smallest geographic area of police responsibility.

In order to reproduce precinct maps showing geographic patterns in stop data, the mapping process had to adjust for two significant changes made to Denver Precinct boundaries throughout this collection year. The first change occurred on January 1, 2003 to District 1. The second occurred on May 18, 2003 to Districts 3 and 6. The summaries in this report have taken these changes into consideration by distributing the original (older) precinct totals to the new precinct totals based on area. In other words, if an old precinct is divided between two newer precincts, 60% of the area in one and 40% in the other, then the data were divided between the two current precincts based on these proportions. Appendix III contains a complete list of new Precincts that were changed in some way.

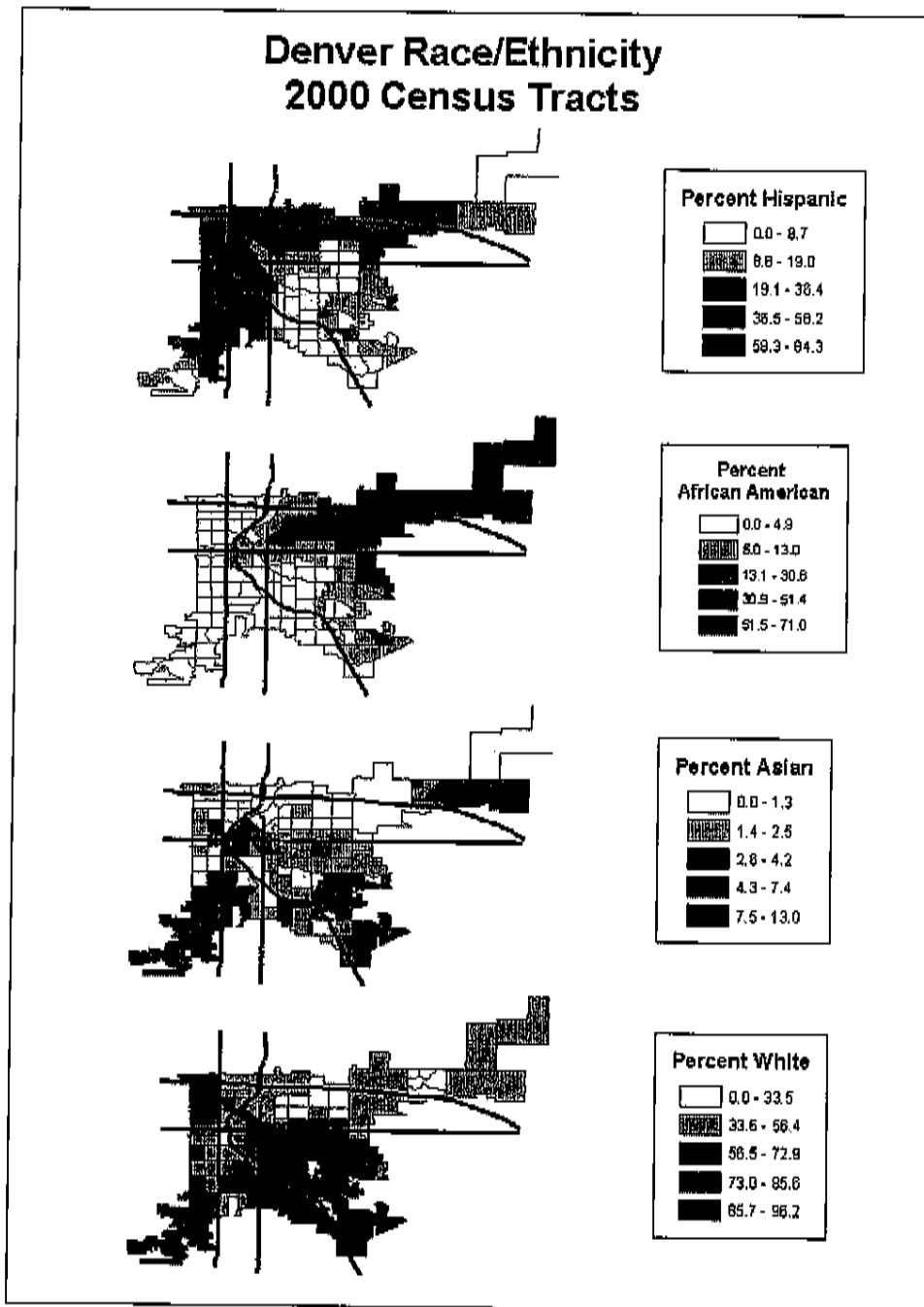
Figure 2 - DPD Precincts Reference Map



⁸ In April, 2002, one precinct was split into two. Consequently, only 71 precincts were used in this analysis.

According to the 2000 Census, the demographic composition of Denver is: 31.7% Hispanic, 51.9% White, 10.8% Black, 0.7% American Indian, 2.7% Asian, and 2.2% Other. Comparing these percentages to the stop data is problematic, however, particularly because a large proportion of those stopped are not even from within the city and county limits (a point further discussed in the results). Instead, they are traveling to, or through, the city and are not necessarily representative of demographics of Denver.

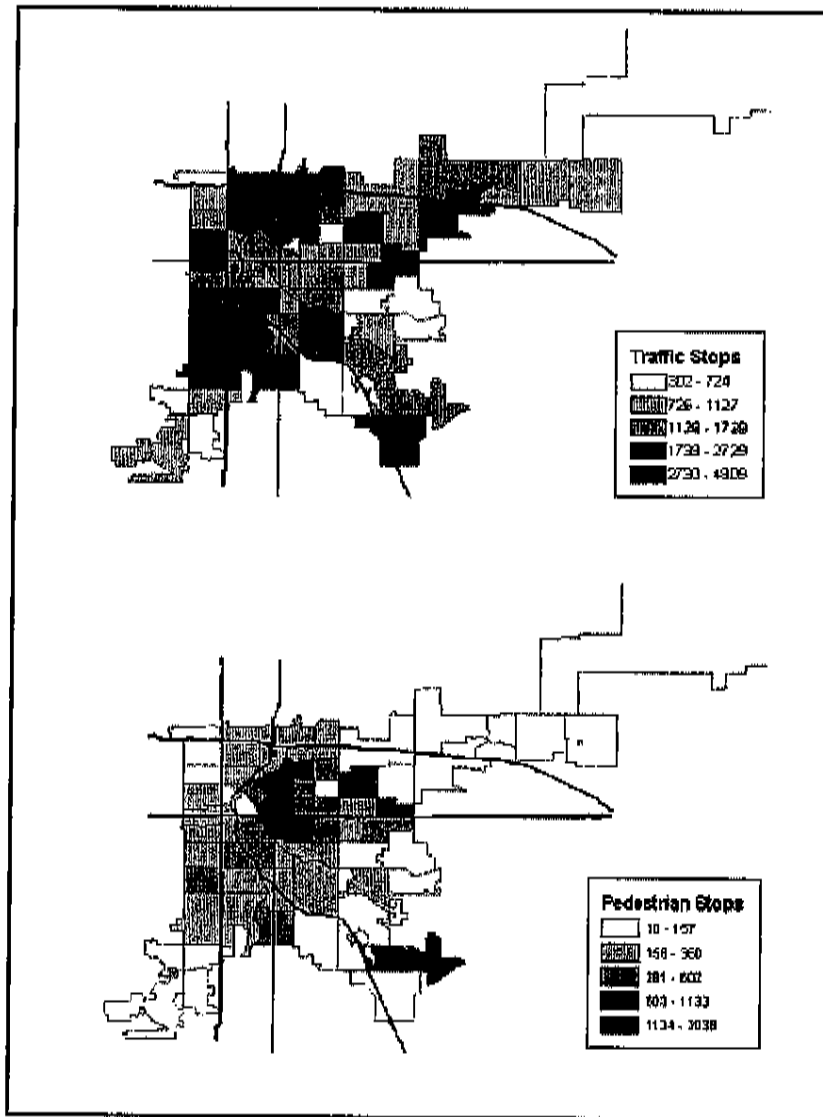
Figure 3 - Census Demographics of Denver



Overview of Contacts

Overall, there were 155,004 contact cards collected from June 1, 2002, through May 31, 2003, including traffic stops (124,104) and pedestrian stops (29,456). This represents a decrease in overall stops from the first year of collection by 23% (-19.6% for traffic and -28.4% for pedestrian). Only 7,787 of the records had one or more missing data elements, accounting for only 5% of all stops. 1,444 records were missing the type of stop and so could not be classified as pedestrian or traffic. In addition, 426 entries were missing the race. In general, the number of missing data elements for individual categories was not large enough to impact analysis. When mapped, a distinct geographic difference in the locations of traffic versus pedestrian stops appears. In general, the pattern of traffic contacts follows the two interstate highways (I-25 and I-70), while the pedestrian stops are concentrated in the central portion of the city.

Figure 4 – Maps of Contact Totals



Perceived Race/Ethnicity of Those Stopped

Officers indicated that they could identify race/ethnicity prior to the stops only 21.1% of the time. They made a pre-determination of race/ethnicity in 76.3% of pedestrian stops, but only in 8.4% of traffic stops. For traffic stops, the number of, and percent of, Whites stopped was higher than for either Hispanics or Blacks. In fact, Whites continue to constitute nearly 50% of the traffic stops. This shifts for pedestrian stops, however, where nearly an even number of Whites, Blacks, and Hispanics were contacted. The numbers for perceived Asian, American Indian, and Middle Eastern are relatively low in comparison.

A distinct pattern appears when the Hispanic, White, Black, and Asian stops are mapped⁹. Those perceived to be Hispanic are stopped in the western and northwestern sections of Denver. Blacks are stopped in the northeast section and Whites are stopped along the interstate corridors and in the downtown area. Asians are generally stopped in southwestern areas along Federal Boulevard. The pattern is similar for pedestrian stops. However, Whites, in this instance, are stopped along Colfax and in the downtown area. The overall geographic configuration is similar to the demographics of the neighborhoods throughout Denver. So, while comparing the summary numbers for the entire city did not make sense because of the number of non-residents also stopped, comparisons between census numbers and the summary of stops when mapped are revealing. The pattern suggests that people are generally stopped in or near their own neighborhoods and/or that non-residents are commonly stopped in places with a similar race/ethnic make-up to the officers' perceptions of their race/ethnicity. This pattern remains consistent from the previous report.

⁹ The numbers for American Indian and Middle Eastern are too low to break-down and map by precinct.

Table 2 - Summary of Race/Ethnicity of Those Stopped

Perceived Race/Ethnicity	Traffic		Pedestrian	
	Number Stopped	Percent Stopped	Number Stopped	Percent Stopped
Unknown	306	0.2%	82	0.3%
Asian	2,445	2.0%	161	0.5%
Black	21,283	17.1%	10,058	34.1%
Hispanic	40,567	32.7%	8,746	29.7%
American Indian	236	0.2%	910	3.1%
Middle Eastern	1,210	1.0%	75	0.3%
White	58,057	46.8%	9,424	32.0%
Grand Total	124,104		29,456	

Figure 5 - Perceived Race/Ethnicity of Stops

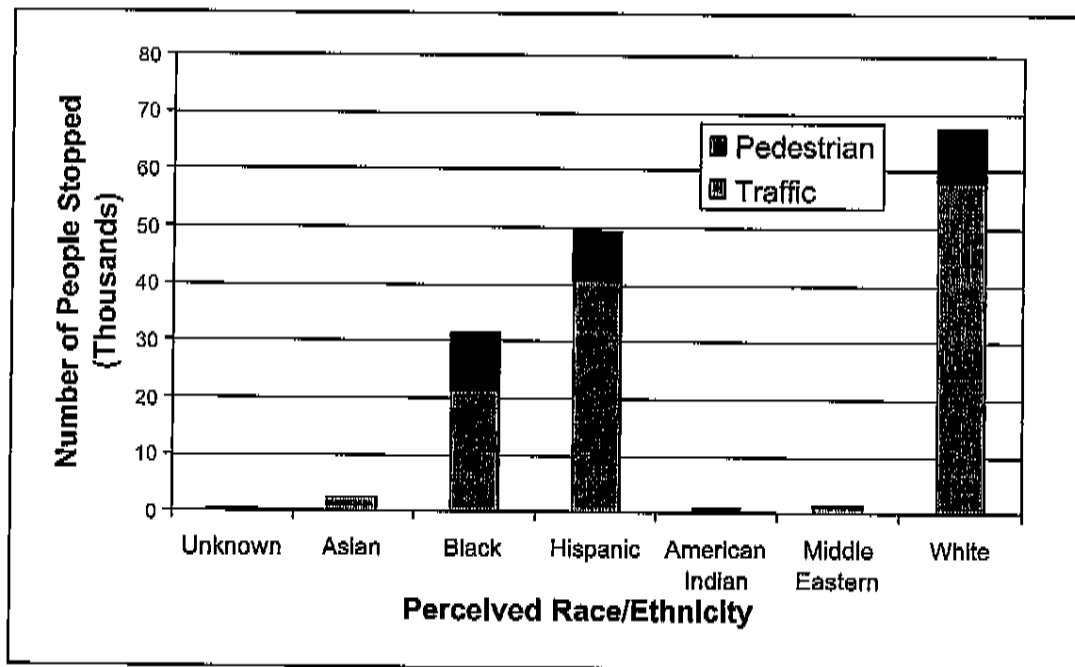


Figure 6 - Traffic Stops Perceived Race/Ethnicity Maps (White & Black Race/Ethnicity)

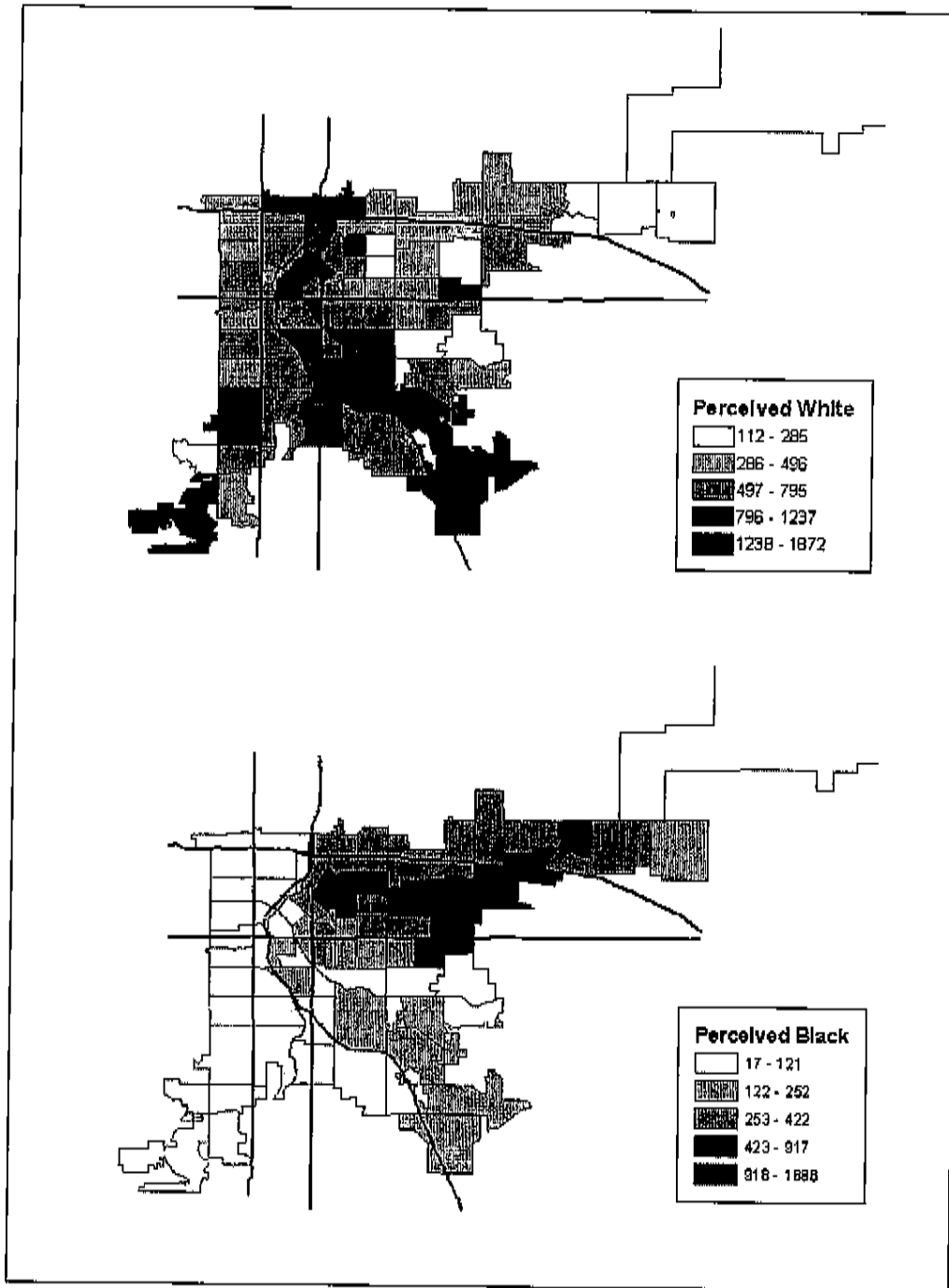


Figure 7 - Traffic Stops Perceived Race/Ethnicity Maps (Hispanic & Asian Race/Ethnicity)

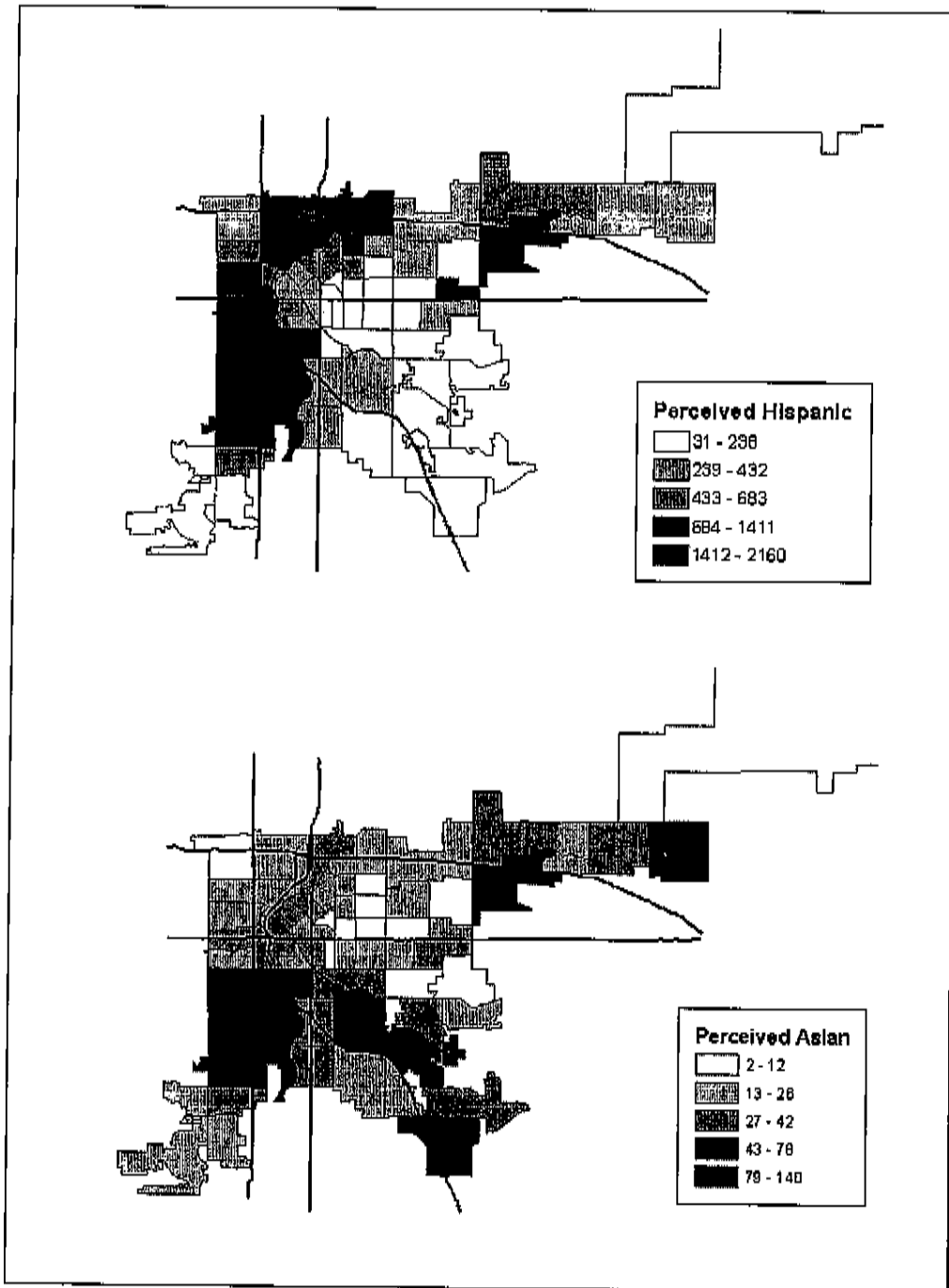


Figure 8 - Pedestrian Stops Perceived Race/Ethnicity Maps (White & Black Race/Ethnicity)

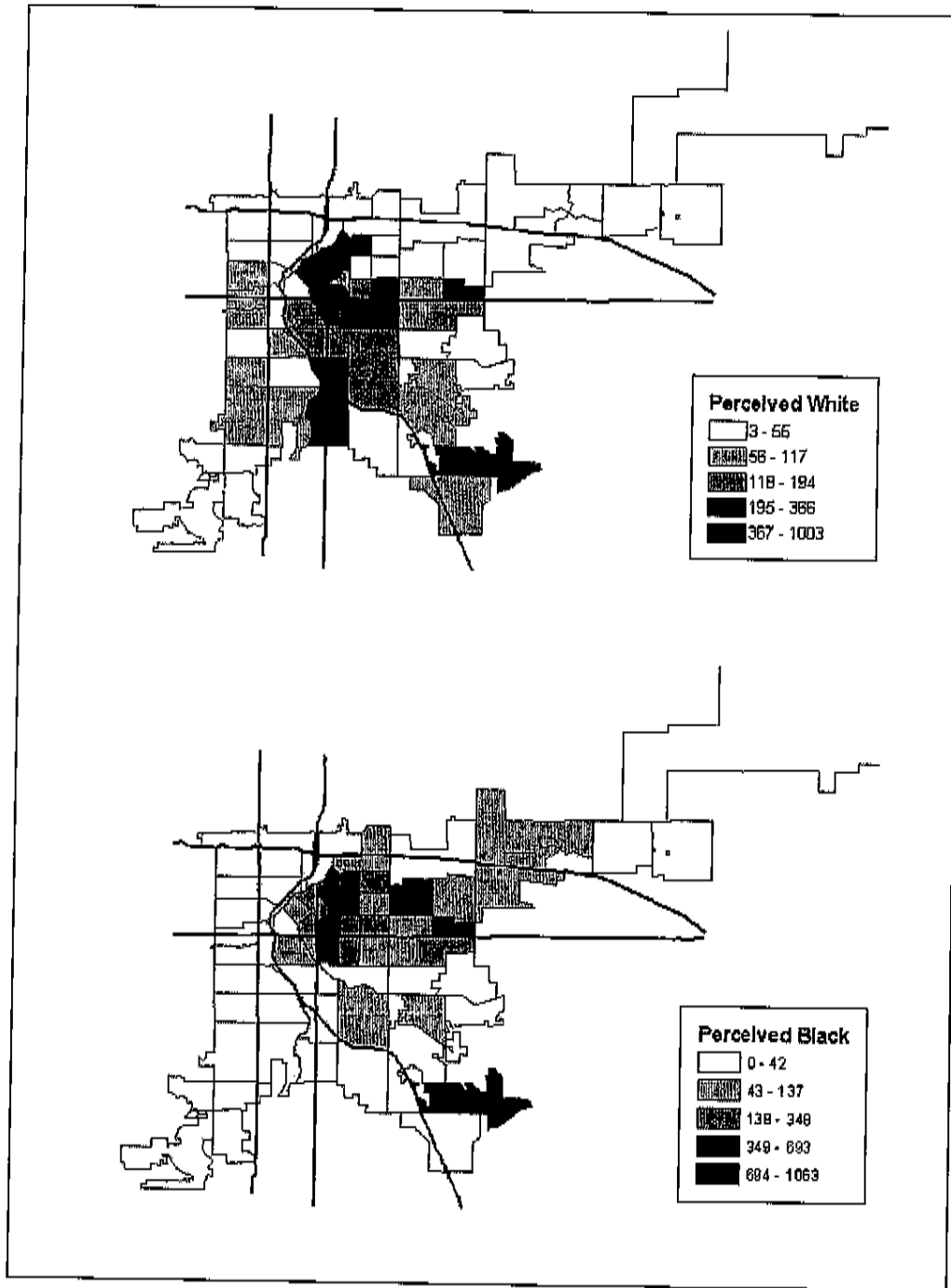
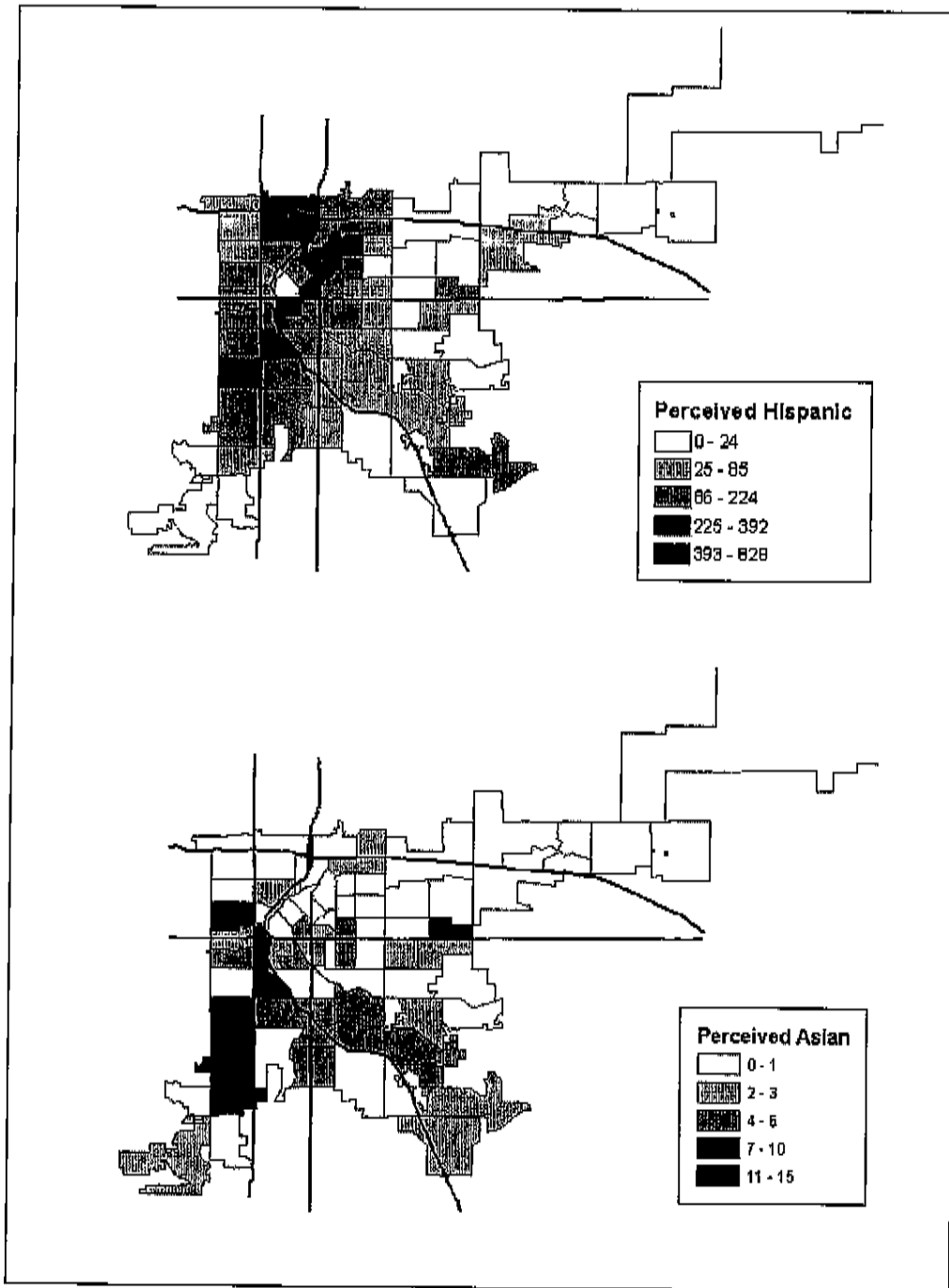


Figure 9 - Pedestrian Stops Perceived Race/Ethnicity Maps (Hispanic & Asian Race/Ethnicity)



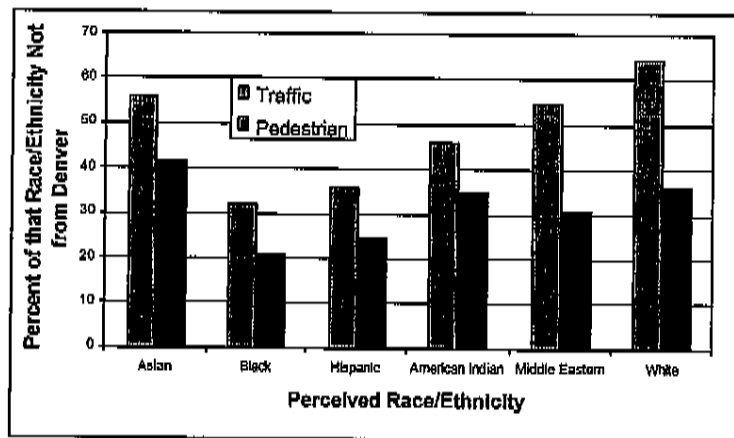
Denver Residents and Non-residents Stopped

Although many acknowledge its limitations, one common comparison used for “assessment” of racial profiling data is census data for the city as a whole. As can be seen quite easily from the following evaluation of the residency of those stopped, this is not entirely a reasonable comparison for Denver. Overall, half of the people stopped for traffic stops (50.2%) were residents of Denver. This does increase to just over 70% for pedestrian stops (72.2%). The figures do vary by race/ethnicity. For traffic stops, of all Whites who were stopped, only 35 percent were residents, while 63.5% of pedestrians stopped were residents. A much lower percentage of all minorities were non-residents. Because more minorities live in Denver than in most of the surrounding areas and so many of those stopped are from outside the city, comparisons between non-Denver and Denver residents based on race/ethnic characteristics cannot be made to total census numbers for Denver. Even with the high numbers of Denver non-residents stopped, however, 24.6% of all traffic stops and 47.0% of all pedestrian stops occurred near people’s homes; they were stopped in the precinct where they live or an adjacent precinct. This percentage was slightly higher than the previous year.

Table 3- Denver Residents and Non-residents Contacted

Race	Percent of that Race/Ethnicity Stopped Non-residents		Percent of that Race/Ethnicity Stopped Residents	
	Traffic	Pedestrian	Traffic	Pedestrian
Asian	56.1	41.6	43.4	57.8
Black	32.1	20.9	67.6	78.7
Hispanic	35.9	24.5	63.5	75.2
American Indian	48.2	34.9	53.0	64.9
Middle Eastern	54.5	30.7	44.8	69.3
White	64.5	36.3	35.0	63.5

Figure 10 Non-resident Population by Race/Ethnicity



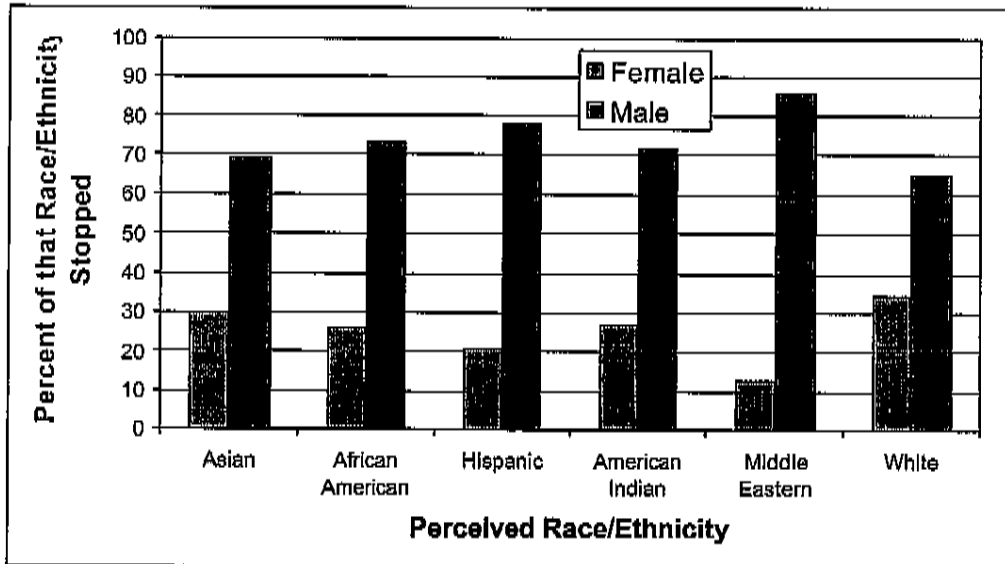
Gender

In all cases, males were stopped more frequently than females. This was true for all races and for both traffic and pedestrian stops. For traffic stops, females were stopped approximately one-third of the time (29.8%), ranging from 13.2 percent for Middle Eastern females to 40.7 percent for American Indian females. When comparing White, African American, and Hispanic females for both traffic and pedestrian stops, Hispanic females were stopped at the lowest rate and White females at the highest. For pedestrian stops, females were stopped approximate one-fifth of the time (20.7%) for all race/ethnic groups together.

Table 4 – Gender Comparisons

Perceived Race/Ethnicity	Traffic		Pedestrian	
	Percent of Race/Ethnic Subgroup	Percent of Race/Ethnic Subgroup	Percent of Race/Ethnic Subgroup	Percent of Race/Ethnic Subgroup
	Female	Male	Female	Male
Asian	30.6	69.3	21.1	78.3
African American	29.3	70.7	19.4	80.6
Hispanic	22.0	77.9	15.6	84.3
American Indian	40.7	58.9	23.6	76.4
Middle Eastern	13.2	86.8	9.3	90.7
White	35.7	64.2	26.6	73.4

Figure 11- Gender Comparisons



Age

For traffic stops, there is a distinct pattern of stops for various age groups with the largest numbers of people being stopped in the 19-21 year old range. From that age range, the numbers in each age group decreases steadily. This is the same general trend for Hispanic, Whites, and Blacks, although strongest for Hispanics. For pedestrian stops, there are two peaks: one in the 17-21 year old range and the other in the 41-42 age group. This trend is strongest for Blacks. Whites exhibit a similar pattern, while Hispanic stops do not follow the same tendency.

Figure 12 - Age Distribution of Traffic Stops

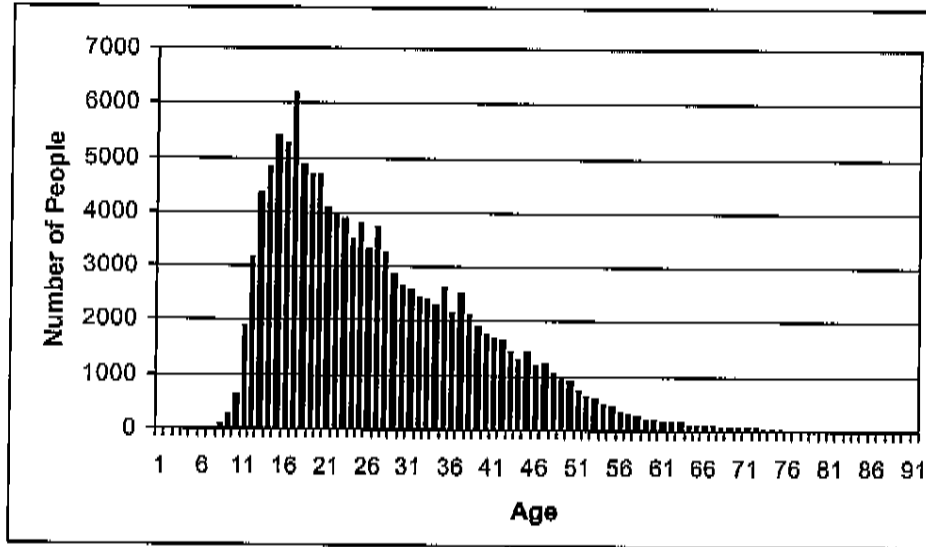


Figure 13 - Age Distribution of Pedestrian Stops

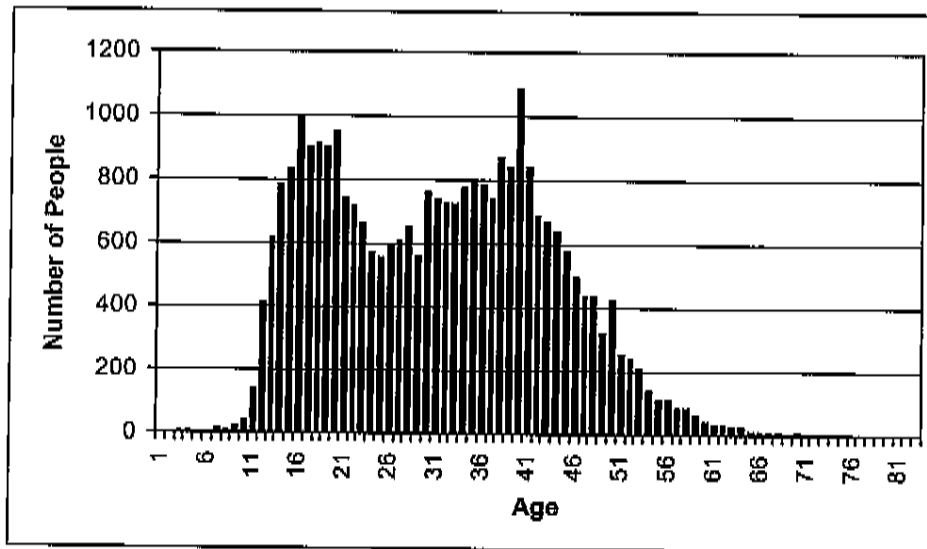
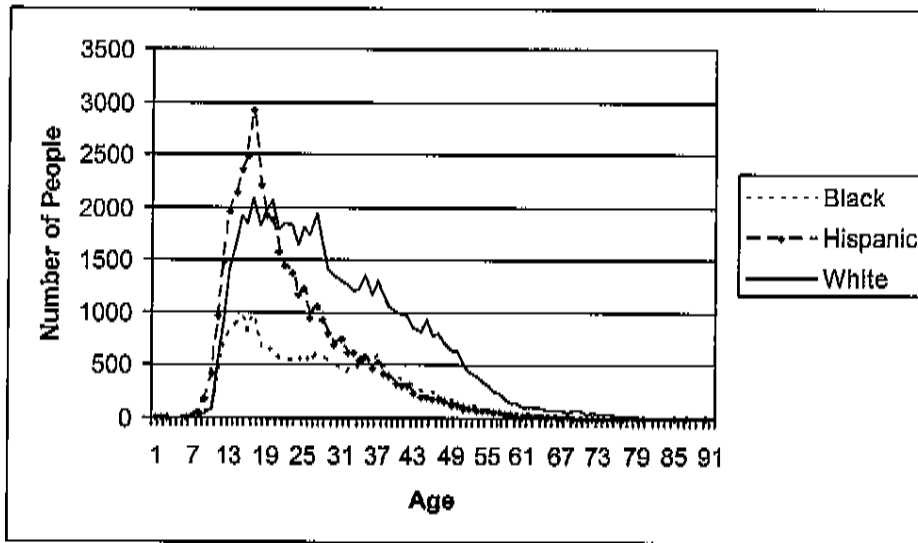
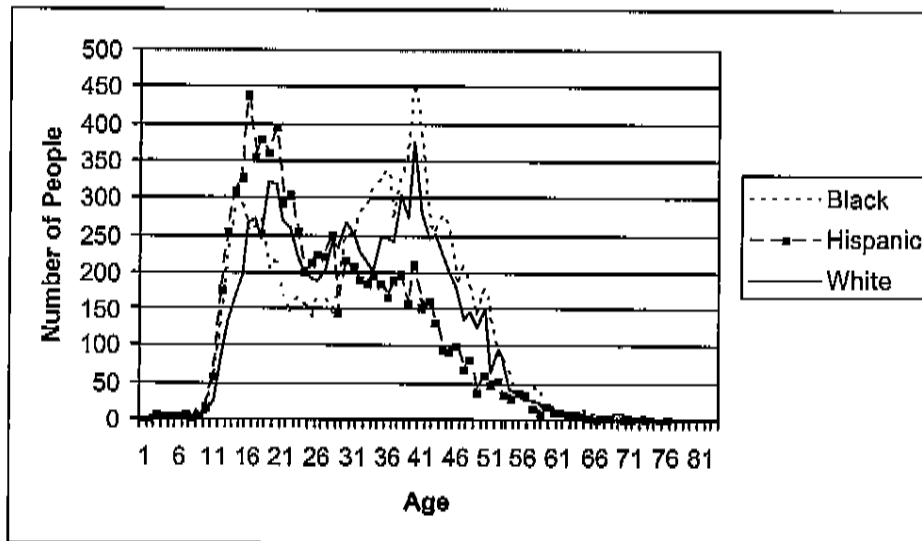


Figure 14 Age Distribution by Race/Ethnicity for Traffic Stops



* Asian, American Indian, and Middle Eastern percentages are not included due to small numbers when broken down by age.

Figure 15 Age Distribution by Race/Ethnicity for Pedestrian Stops



* Asian, American Indian, and Middle Eastern percentages are not included due to small numbers when broken down by age.

Time of Day

More people are stopped during the day for all types of stops than at night, corresponding to increased staffing levels during the day. 70% of traffic stops (a drop from 77% in the previous year) and 59.8% of pedestrian stops occur between 6:00am and 9:00pm. This is particularly true for White traffic stops, with 36.0% occurring in the daytime and dropping to 10.6% at night. The percentage of pedestrian stops also drops during the night. All groups are stopped at approximately the same rate for pedestrian stops when taken as a percent of all pedestrian stops. Geographically, most nighttime stops are concentrated in the center part of the city, particularly for pedestrian stops and many daytime stops cluster along the major roadways.

Table 5 - Summary of Time Stopped

Perceived Race/Ethnicity	Percent of All Traffic Stops		Percent of All Pedestrian Stops	
	Day (6am-9pm)	Night (9pm-6am)	Day (6am-9pm)	Night (9pm-6am)
Asian	1.4	0.6	0.2	0.3
Black	10.8	6.3	20.1	13.9
Hispanic	20.8	11.7	17.6	12.0
American Indian	0.1	0.1	2.4	0.7
Middle Eastern	0.7	0.3	0.2	0.1
White	36.0	10.6	19.2	12.6

Figure 16- Time of Day

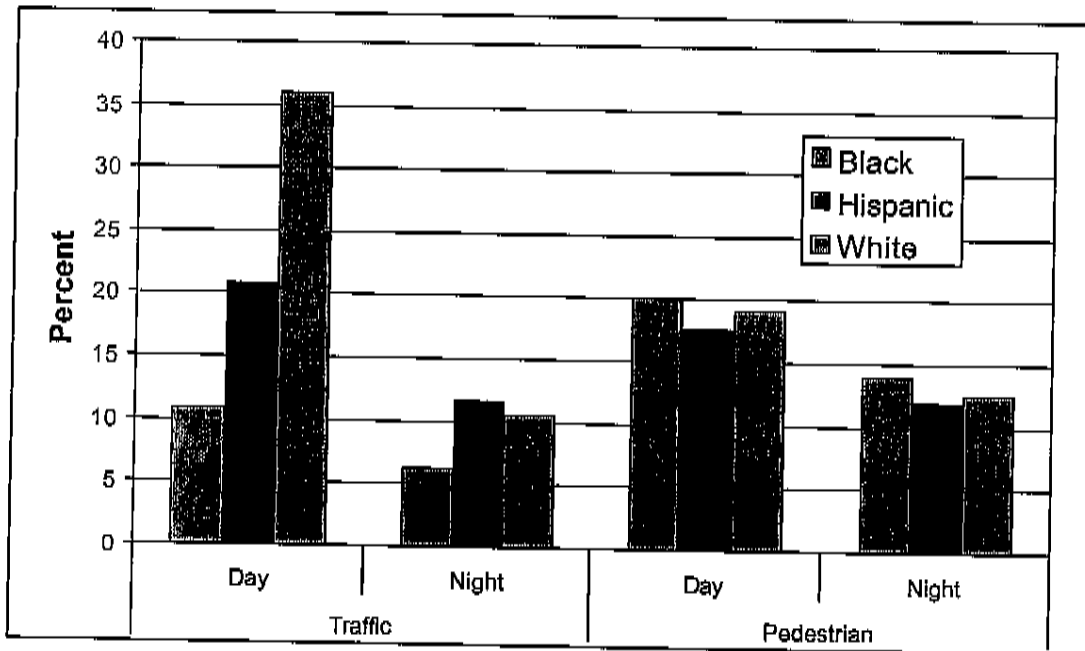
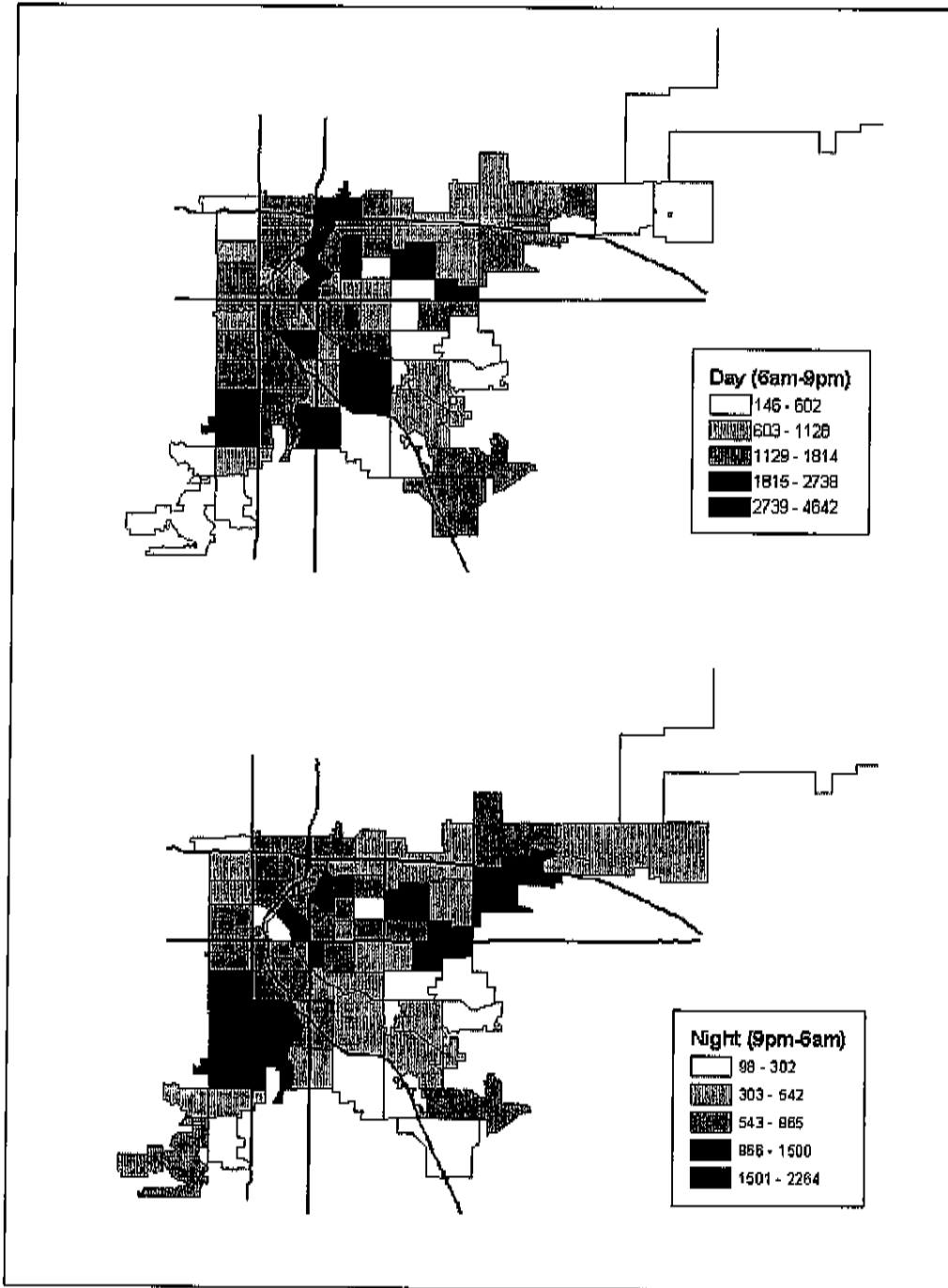


Figure 17 - Maps of All Stops by Time of Day



Duration of Stops

Most stops last from 10-19 minutes; the second most common category was less than 5-minutes¹⁰. Whites were comparably stopped for less than 5 minutes (35.8%) and for 10-19 minutes (36.6%). Hispanics (46.4%) and Blacks (45.6%), on the other hand, were more commonly stopped for 10-19 minutes. For pedestrian stops, the duration of the stop was nearly identical for all race/ethnic groups, with the highest percentages lasting 10 to 19 minutes.

Figure 18 - Duration of Stop (Traffic)

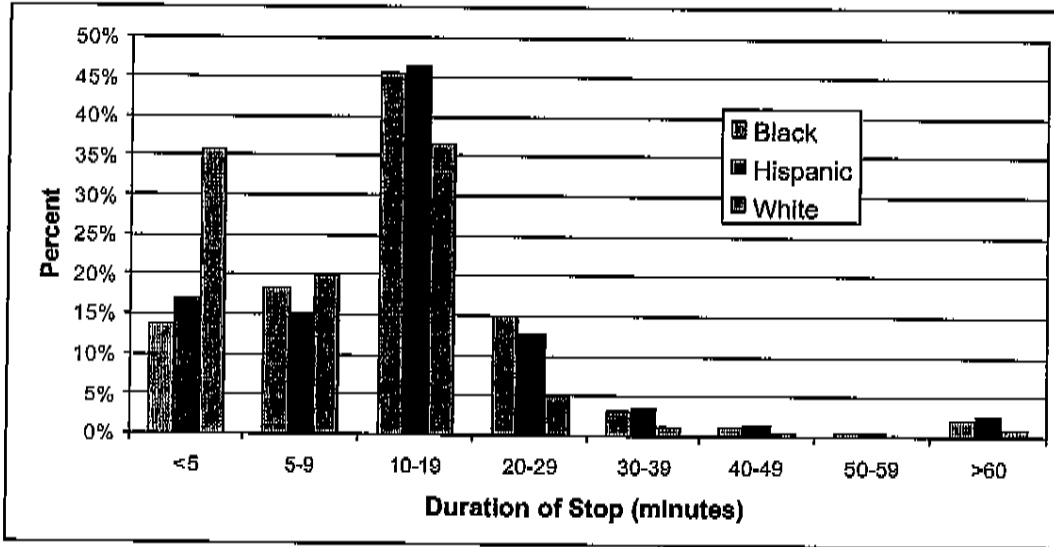
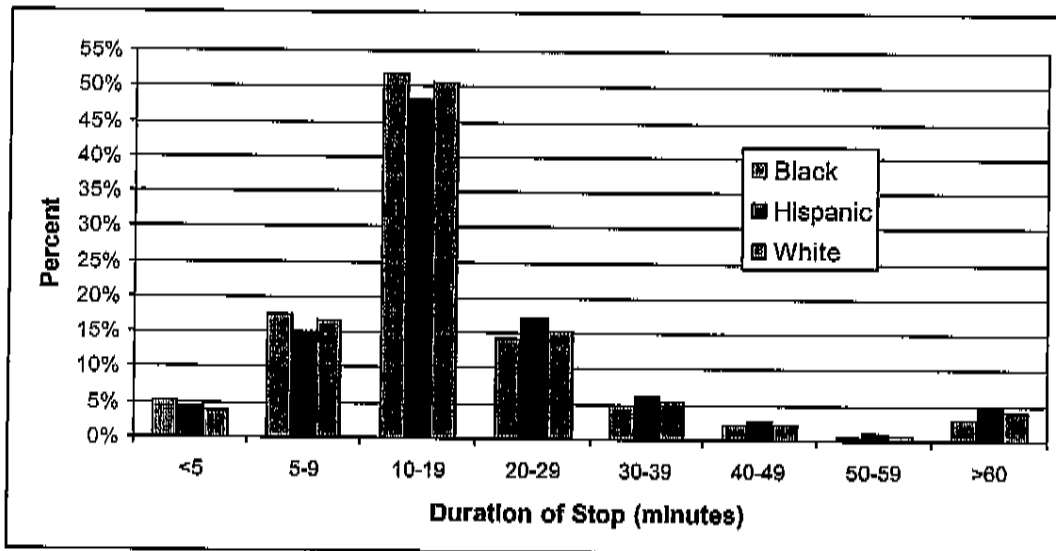


Figure 19 - Duration of Stop (Pedestrian)



¹⁰ The numbers for Asian, Middle Eastern, and American Indian were too small in each category to include.

Reason for Stop

For traffic stops, more people were stopped for moving violations¹¹ than for any other reason, particularly Whites. A very small proportion of the stops resulted from information received from another source. Hispanics were more likely than other groups to be stopped as a result of observed activity. A vast majority of pedestrian stops resulted from observation, as opposed to received information.

Table 6- Reason for Stops

Race	Traffic Stops				Pedestrian Stops	
	Moving Violation	Equipment Violation	Observation	Received Information	Observation	Received Information
Asian	1,911 (1.54%)*	385 (0.31%)	425 (0.34%)	18 (0.01%)	140 (0.48%)**	23 (0.08%)
Black	11,595 (9.34%)	7,422 (5.98%)	7,299 (5.88%)	624 (0.50%)	9,346 (31.73%)	1,492 (5.07%)
Hispanic	28,527 (22.99%)	9,818 (7.91%)	11,129 (8.97%)	598 (0.48%)	8,129 (27.60%)	1,060 (3.60%)
American Indian	147 (0.12%)	49 (0.04%)	78 (0.06%)	4 (0.00%)	883 (3.00%)	64 (0.22%)
Middle Eastern	903 (0.73%)	225 (0.18%)	234 (0.19%)	9 (0.01%)	65 (0.22%)	12 (0.04%)
White	48,301 (38.92%)	7,456 (6.01%)	9,260 (7.46%)	368 (0.30%)	8,797 (29.86%)	967 (3.28%)
* This is taken as a percentage of all traffic stops. These do not add up to 100% because officers had the option of checking multiple items.						
** This is taken as a percentage of all pedestrian stops. Again, these do not add up to 100% because officers had the option of checking multiple items.						

¹¹ Moving violations: offenses committed by the actions of the driver; e.g. disobeying stop signs, speeding, etc. Equipment violations: offenses related to the condition of the vehicle; e.g. expired license plates, headlight out, etc. Observation: action taken by the officer based on the observing of suspicious or criminal behavior. Received Information: action taken by the officer based on information received from someone else; e.g. dispatcher, another officer, read at roll call, bulletin etc.

Figure 20 - Reason for Traffic Stops

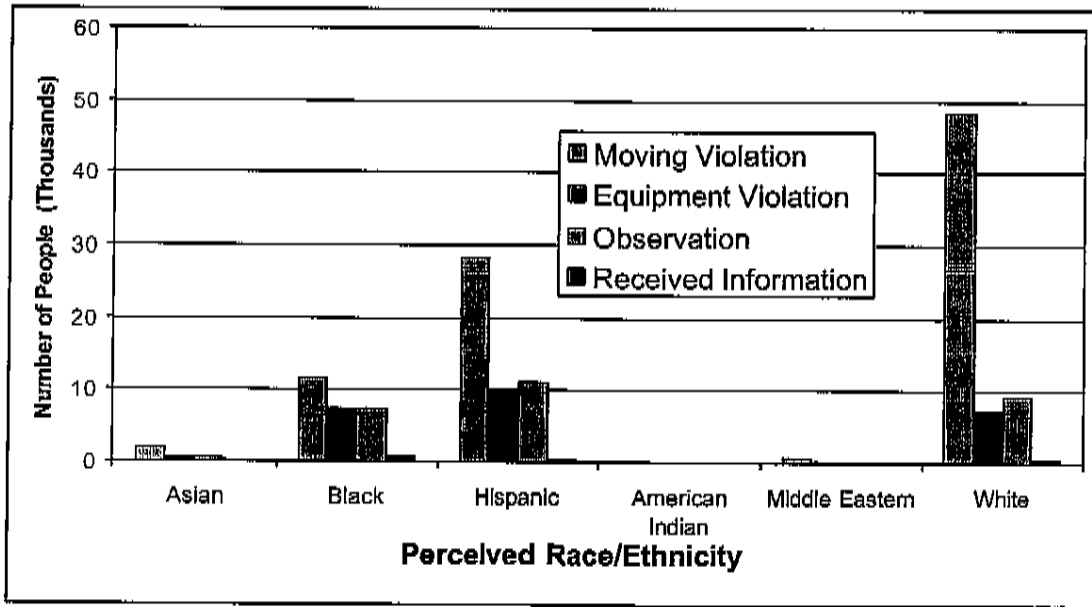
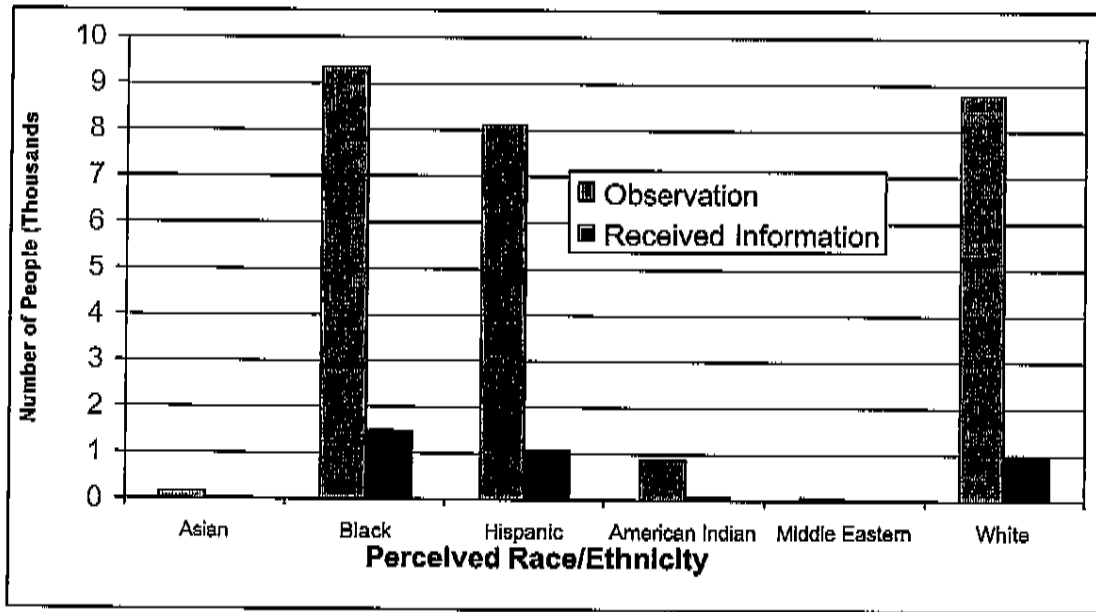


Figure 21 - Reason for Pedestrian Stops



Action Taken

After a traffic stop, most Whites received a citation¹², as were Asian and Middle Eastern groups. A field interview was the most common action for Blacks, Hispanics, and American Indians followed by citations. By far, most pedestrian stops resulted in a field interview for all race/ethnic groups. The next most common action for Hispanics and Whites was a citation and for Blacks it was arrest.

Table 7 - Action Taken

Race	Traffic				Pedestrian			
	Field Interview	Verbal Warning	Citation	Arrest	Field Interview	Verbal Warning	Citation	Arrest
Asian	970 (39.7%)*	603 (24.7%)	1,686 (69.0%)	71 (2.9%)	138 (85.7%)**	44 (27.3%)	25 (15.5%)	31 (19.3%)
Black	14,805 (69.6%)	7,799 (36.6%)	9,460 (44.4%)	2,877 (13.5%)	8,483 (84.3%)	3,415 (34.0%)	2,131 (21.2%)	2,149 (21.4%)
Hispanic	26,309 (64.9%)	10,162 (25.0%)	23,784 (58.6%)	4,668 (11.5%)	6,766 (77.4%)	2,183 (25.0%)	2,503 (28.6%)	1,945 (22.2%)
American Indian	146 (61.9%)	62 (26.3%)	122 (51.7%)	35 (14.8%)	669 (73.5%)	183 (20.1%)	390 (42.9%)	171 (18.8%)
Middle Eastern	512 (42.3%)	331 (27.4%)	800 (66.1%)	17 (1.4%)	54 (72.0%)	24 (32.0%)	23 (30.7%)	11 (14.7%)
White	24,267 (41.8%)	11,263 (19.4%)	43,862 (75.5%)	2,348 (4.0%)	7,243 (76.9%)	2,534 (26.9%)	2,737 (29.0%)	2,007 (21.3%)

* This is taken as a percentage of traffic stops for that race/ethnicity. They do not add up to 100% because officers had the option of checking multiple items.

** This is taken as a percentage of all pedestrian stops for that race/ethnicity. Again, these do not add up to 100% because officers had the option of checking multiple items.

¹² Field Interview: a contact in which there was no enforcement action taken other than a check for outstanding warrants. Verbal or Written Warning: a contact where the individual was not issued a citation, but was given a verbal or written warning as to the suspected offense that did not require a court appearance. Citation: a traffic or criminal summons was issued that did involve the courts. Arrest: the individual was physically arrested for an offense and placed into jail. Detox/MHH/Hospitalized: the individual was placed in Denver Cares for being overly intoxicated; held for a mental health evaluation or hospitalized for the treatment of an injury of illness (not arrested).

Figure 22 - Action Taken (Traffic Stops)

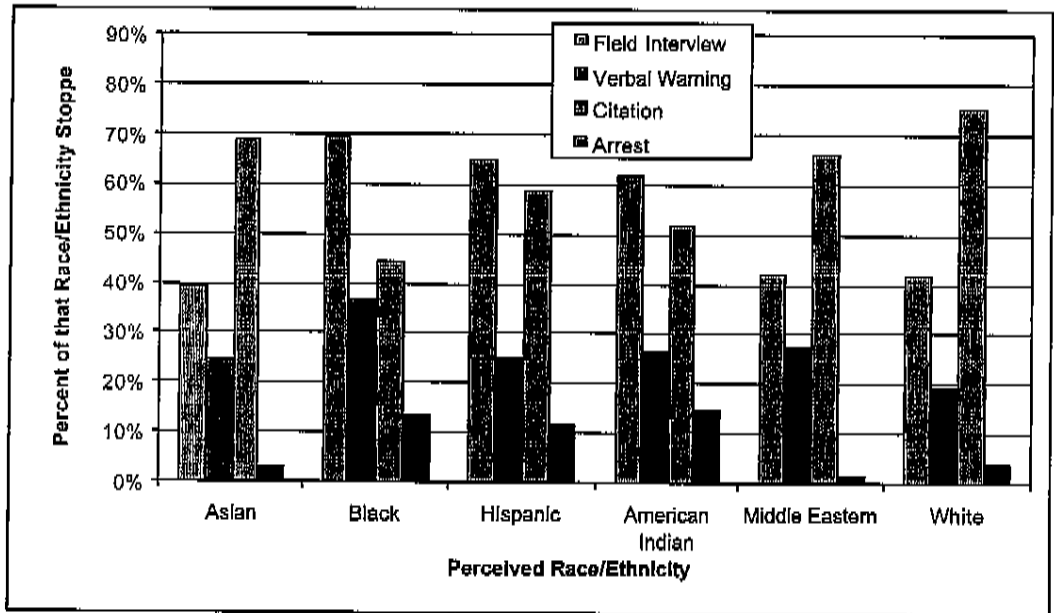
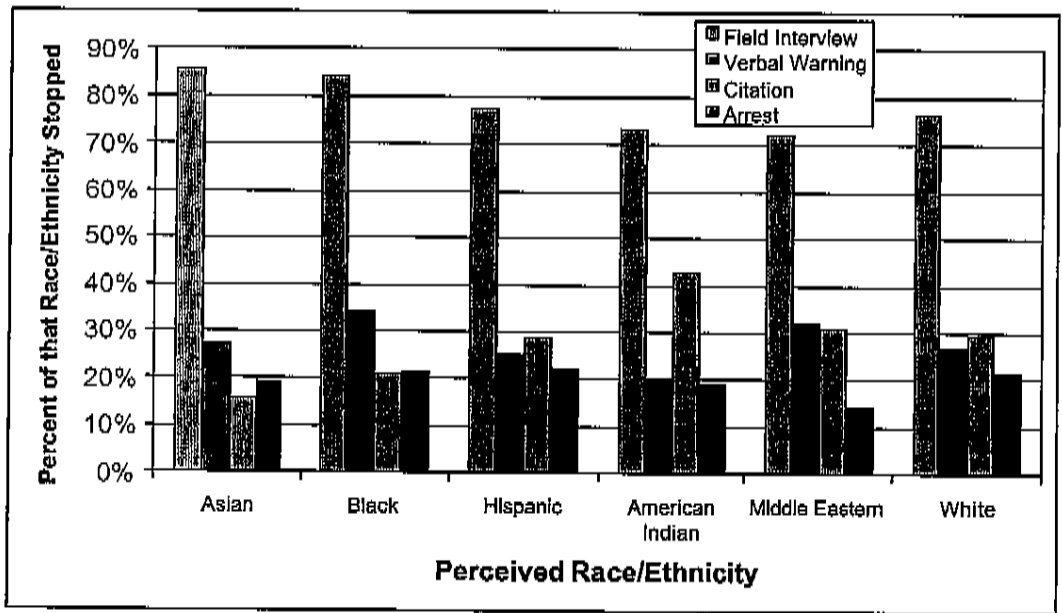


Figure 23 - Action Taken (Pedestrian)



Searches

Consent and cursory searches are more discretionary than incident to arrest searches, which require a search following an arrest¹³. Thus, differentiating the type of search is revealing. Those perceived to be Hispanic and Black were searched at a higher rate than Whites during traffic stops¹⁴. Blacks experienced the highest percentage of incident to arrest searches. For traffic searches, consent and cursory remained stable for all groups from the first report. Incident to arrest increased slightly for all groups. For pedestrian stops, Hispanics and Blacks had the highest percentage of cursory and incident to arrest searches, while Hispanics were least likely involved in consent searches. Traffic searches concentrate in the northern, western, and central portions of Denver. Pedestrian searches generally cluster in the center of the city. Consent searches for Blacks was most likely associated with an arrest (18.1%), while cursory searches for Whites were most likely associated with an arrest (26.9%). For pedestrian stops, arrests were most commonly connected to cursory searches for Hispanics (17.9%). Incident to arrest searches were over 75% for all race/ethnic groups during both traffic and pedestrian stops, which reflects the fact that a search occurs every time an arrest happens.

Table 8 - Type of Search

Race **	Traffic Stops			Pedestrian Stops		
	Consent	Cursory	Incident to Arrest	Consent	Cursory	Incident to Arrest
Black	635 (3.0%)*	2,088 (9.8%)	2,908 (13.7%)	1,204 (12.0%)	3,604 (35.8%)	2,555 (25.4%)
Hispanic	825 (2.0%)	4,328 (10.7%)	4,329 (10.7%)	619 (7.1%)	3,172 (36.3%)	2,194 (25.1%)
White	830 (1.4%)	1,918 (3.3%)	2,208 (3.8%)	910 (9.7%)	2,697 (28.6%)	2,356 (25.0%)

* This is taken as a percentage of type of stop (traffic or pedestrian) for that race/ethnic group. For example, consent traffic searches for Blacks were divided by the total number of traffic stops for Blacks.

** Asian, American Indian, and Middle Eastern percentages are not included due to small numbers.

¹³ No Search: no search of any kind was performed. Consent: the individual was asked by the officer for consent to search their person, vehicle or property. Cursory/Pat Down: the frisk of the outer clothing of an individual for weapons. Incident to Arrest: the automatic search of a person or vehicle following an arrest for a criminal violation (mandated by DPD policy and permitted by law). Tow/Inventory: the policy mandated search of any vehicle towed to the City impound facility. Canine Alert: the use of a drug or bomb detecting trained dog for the purpose of locating drugs or explosives. Search Warrant: the search of a person or location based on issuance of a warrant by the court.

¹⁴ The total number of searches for Asian, American Indian, and Middle Eastern was 128 for traffic and pedestrian stops together. These numbers are so small that individual privacy may be violated if broken down by group.

Figure 24 - Type of Search

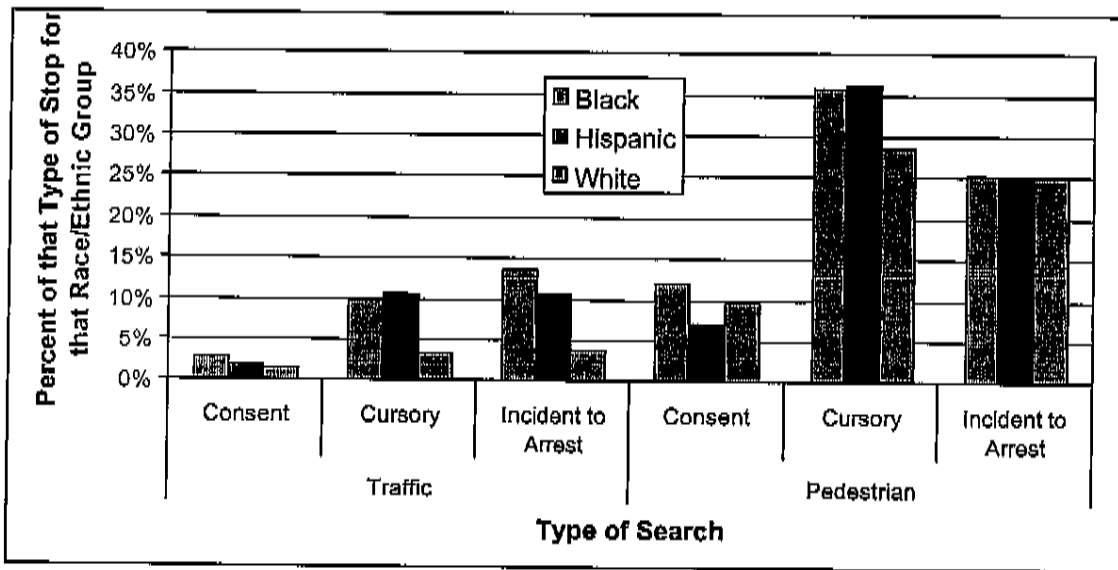


Table 9 - Percent of Search Types Also Involving Arrests

Race **	Traffic Stops			Pedestrian Stops		
	Consent	Cursory	Incident to Arrest	Consent	Cursory	Incident to Arrest
Black	115 (18.1%)*	445 (21.3%)	2,444 (84.0%)	162 (13.5%)	512 (14.2%)	1,921 (75.2%)
Hispanic	106 (12.8%)	988 (22.8%)	3,861 (89.2%)	89 (14.4%)	569 (17.9%)	1,689 (77.0%)
White	109 (13.1%)	515 (26.9%)	1,871 (84.7%)	126 (13.8%)	466 (17.3%)	1,772 (75.2%)

* This is taken as a percentage of type of search (traffic or pedestrian and consent, cursory, or incident to arrest) for that race/ethnic group. For example, consent traffic searches also involving arrests for Blacks were divided by the total number of traffic consent searches for Blacks.

** Asian, American Indian, and Middle Eastern percentages are not included due to small numbers.

Figure 25 -- Search Types Also Involving Arrests

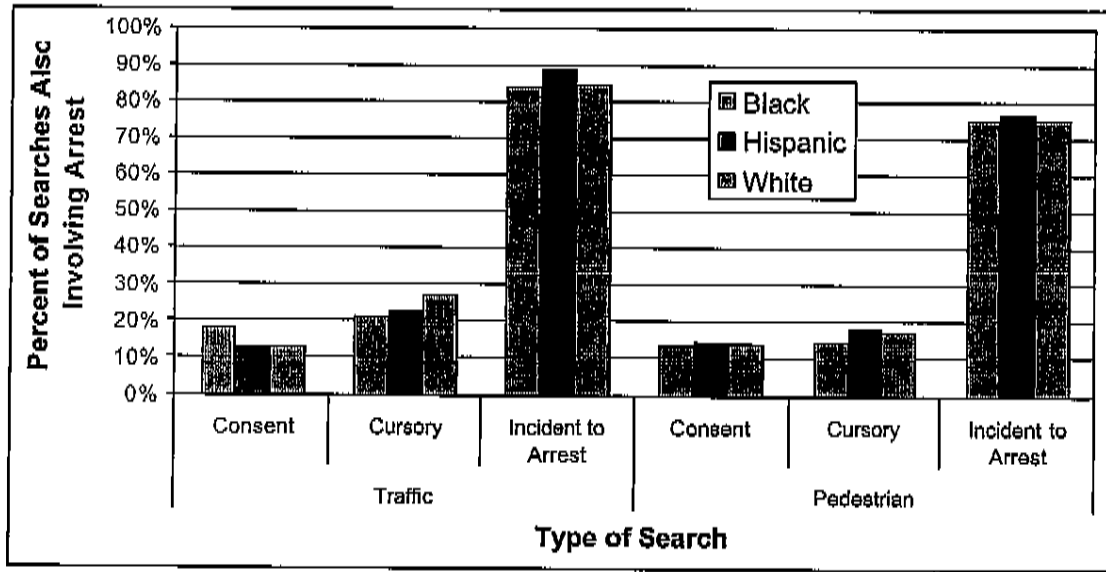
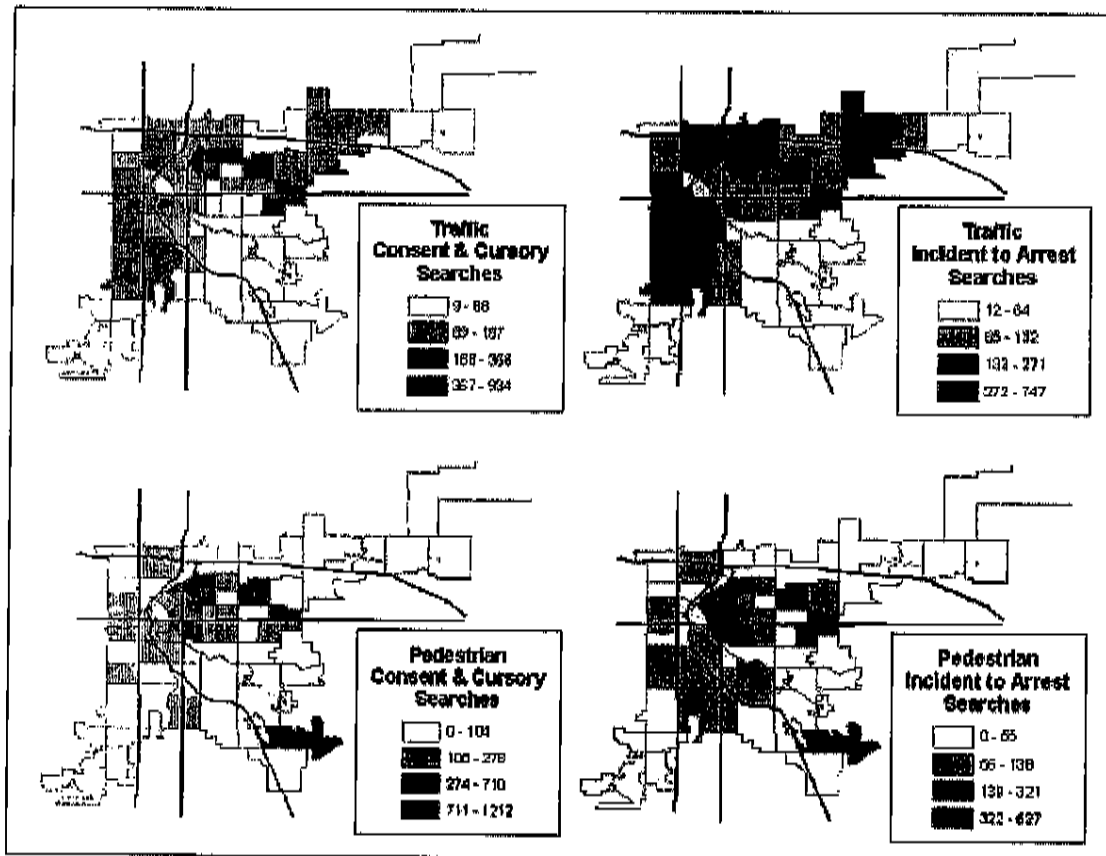


Figure 26 - Map of Number of Searches



Hit Rates (Contraband Seized during Search)

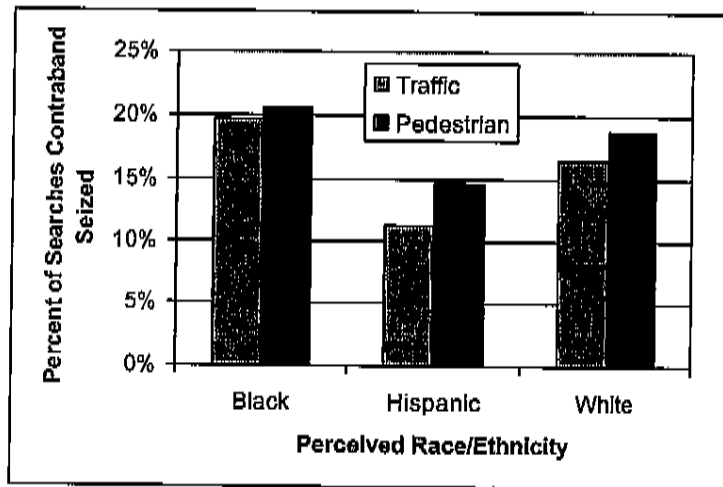
When a traffic search occurred, contraband¹⁵ was seized 14.9% of the time, nearly identical to the previous year (14.8%). The "hit rate", when contraband was seized, was essentially the same for Whites (16.5%) and Blacks (19.7%), but slightly lower for Hispanics (11.3%). This represents a slight drop for Whites and an increase for Black (Hispanics staying constant) from the previous year. Contraband seized from Hispanics during a search occurred less frequently even though they were searched at a similar rate to Whites and Blacks. The percentage of searches yielding contraband for pedestrian stops was substantially higher (18.0%) than for traffic stops, representing a slight drop from the previous year (19.4%). A similar pattern to traffic stops exists, where the rate at which contraband was seized for Blacks and Whites was essentially the same, while the rate for Hispanics was lower. Because of the difference in the nature of the search, it is important to consider these separately. The hit rate for Hispanics was consistently lower for all types of searches and was highest for Blacks in the case of consent and incident to arrest searches.

Table 10 - Hit Rate of Those Searched

Race*	Traffic	Pedestrian
Black	19.7% (989)	20.6% (1,295)
Hispanic	11.3% (979)	14.6% (759)
White	16.5% (700)	18.7% (953)

* The numbers for Asian, American Indian, and Middle Eastern were too low to include.

Figure 27 - Percent of Searches Yielding Contraband



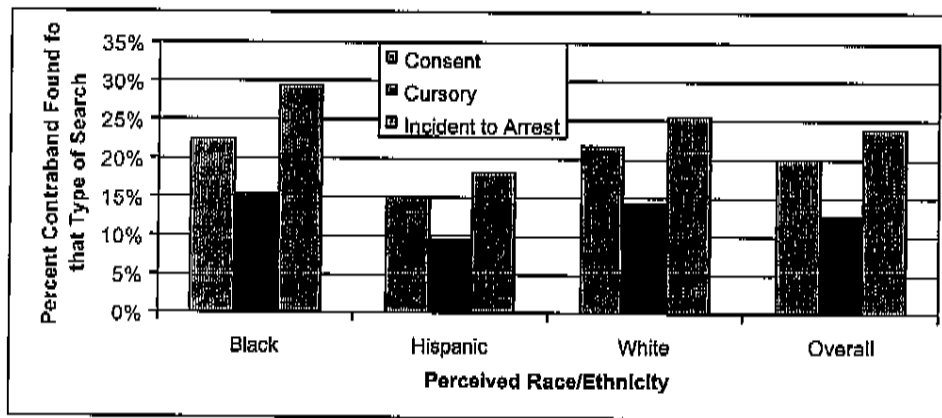
¹⁵ Contraband is any item considered illegal to possess, e.g. drugs, alcohol by a minor; or are evidence of some crime, e.g. a stolen property.

Table 11 - Hit Rates for Types of Searches

Race *	Consent	Cursory	Incident to Arrest
Black	22.6%** (416)	15.5% (885)	29.5% (1,612)
Hispanic	15.0% (217)	9.6% (717)	18.3% (1,195)
White	21.9% (381)	14.4% (665)	25.6% (1,168)
Overall	20.2% (1,014)	12.7% (2,267)	24.0% (3,975)

* The numbers for Asian, American Indian, and Middle Eastern were too low to include.
 ** This is taken as a percent of that type of search for that race/ethnicity.

Figure 28 - Hit Rates for Types of Searches



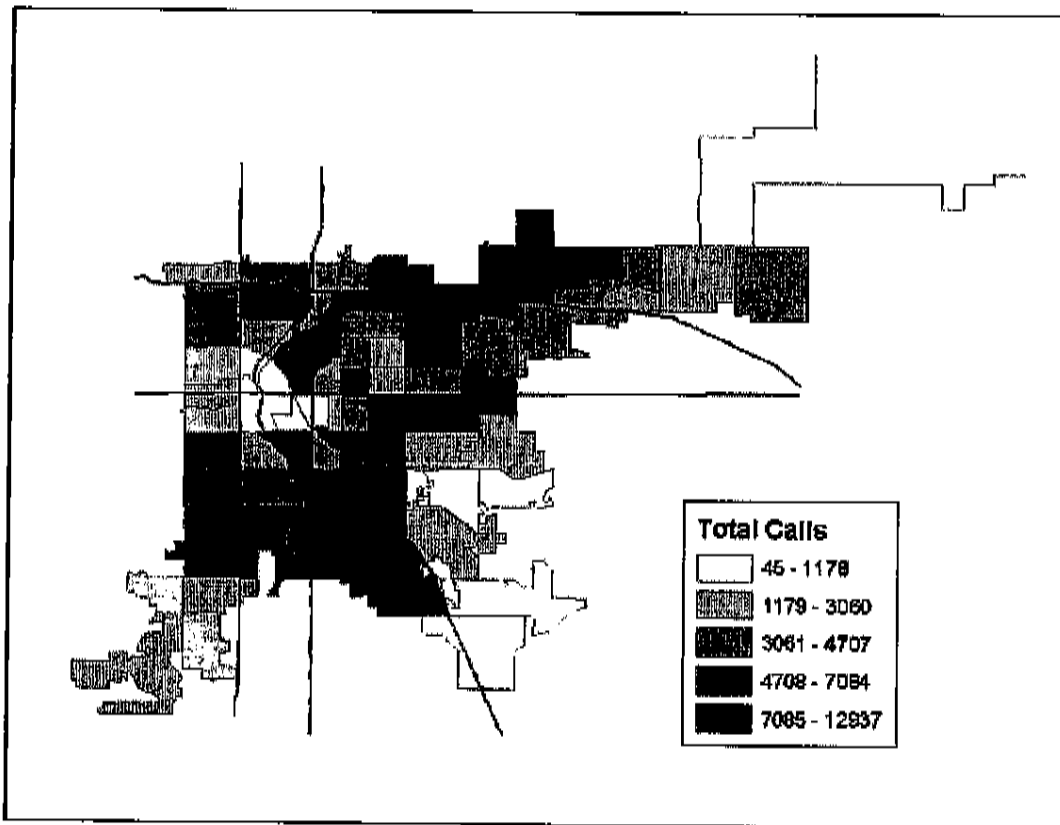
Comparisons

As was stated previously, potential comparison data are not necessarily straightforward or easy to assess. An attempt was made to identify non-discretionary crime-related data sources to present as a comparison with stop information. The Biased Policing Task Force Data Collection Subcommittee identified many of these for inclusion in the data analysis process and felt they would be useful for understanding policing activity. Some include information on race/ethnicity and some do not. These subsets of data compiled for the study period are described in the following section, including maps for evaluation, and present an opportunity for community-police dialogue.

Citizen-initiated Calls for Service

One option for comparison is citizen-initiated calls for service. If a car was not dispatched, the call was not counted. Calls for service do not record the race or ethnicity of those requesting police service, but they do reflect where people are asking for police presence. The geographic pattern of the 339,756 calls somewhat follows the stop pattern, particularly in the southwestern portion of the city. Still, there is a shift away from the center city to the southern sections.

Figure 29 - Citizen-initiated Calls for Service

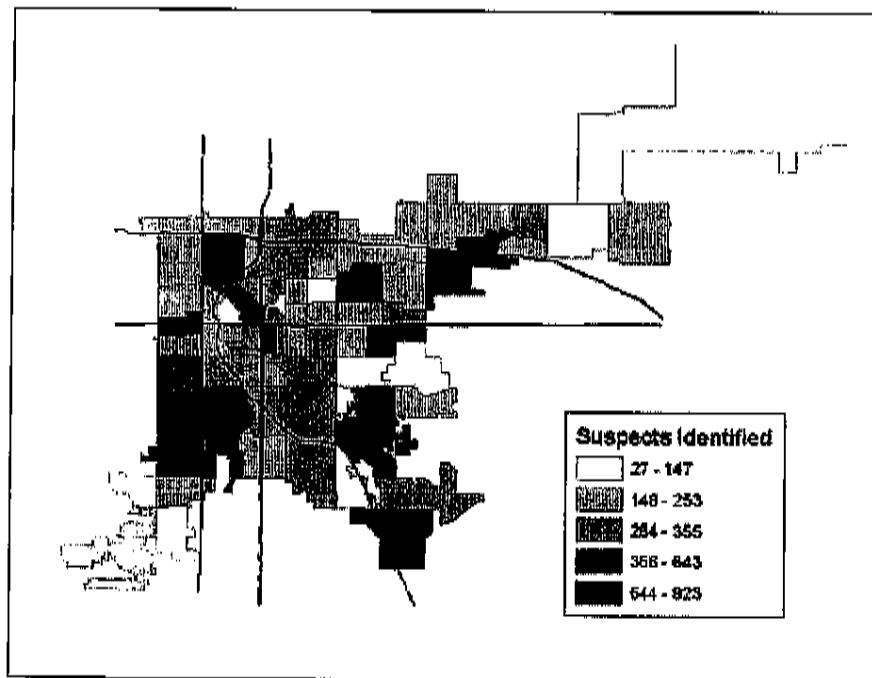


Victim Identified Suspects from Offense Reports

There were 58,683 offense reports filed for non-discretionary categories (see Appendix I). Within these reports, 24,737 suspects were identified by victims. However, more than one suspect may have been identified in a single report. Thus, the suspect count does not represent 24,737 offenses. Although 3,708 reports were unfounded, they were included because a suspect was identified by the victim. 3,760 records did not include either race, gender, or precinct resulting in 20,977 usable records for mapping.

Victims identified the race/ethnicity of suspects as follows: 6,303 Black, 8,528 Hispanic, 5,359 White, 180 Asian, and 3,760 unknown. In other words, police would most commonly be seeking Hispanic suspects when responding to these reports. This subset of offenses concentrates in the southwestern section of Denver. The remaining pattern is scattered throughout the city and county.

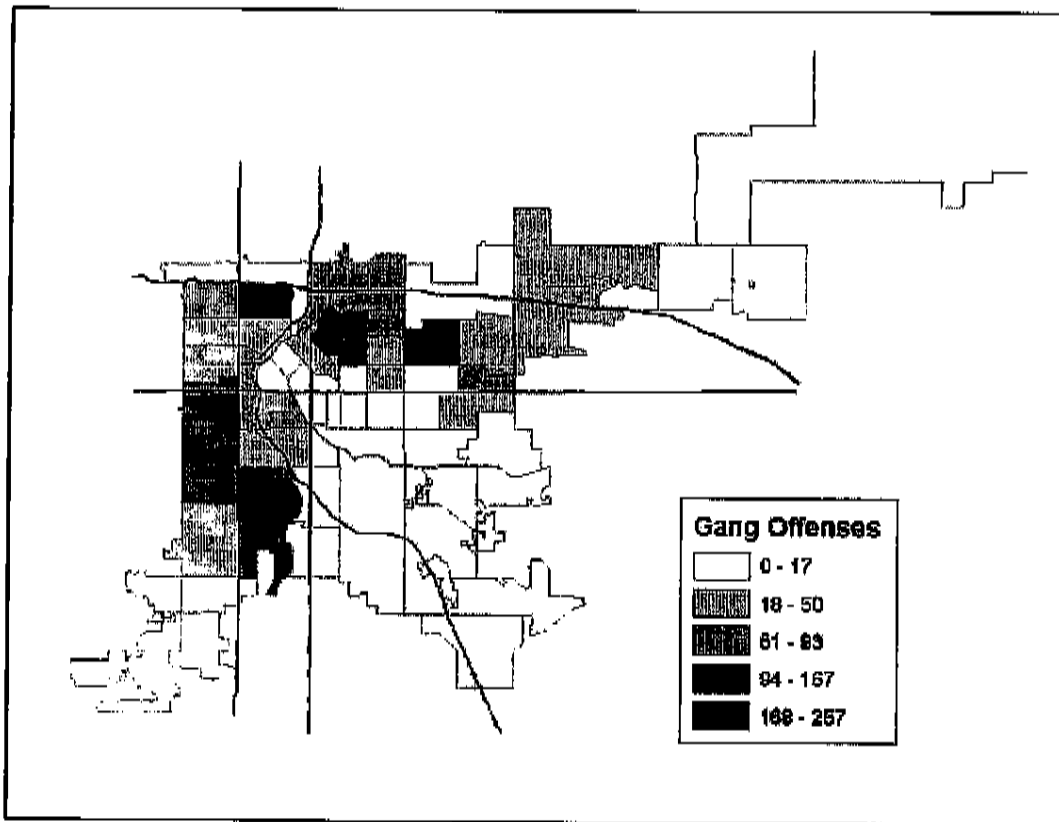
Figure 30 – Victim Identified Suspects from Offense Reports



Gang Offenses

Of the 3,143 gang-related offenses during the study period, nearly all were male (97%). In terms of race/ethnic breakdown, 29% were Black and 64.5% Hispanic, with the remainder White, Asian, American Indian, and Middle Eastern. In a very general way, the geographic configuration of these offenses follows the stop patterns and also reflects the demographics of Denver. Interestingly, there is little gang offense activity along East Colfax, where pedestrian stops concentrate.

Figure 31 – Gang Offenses

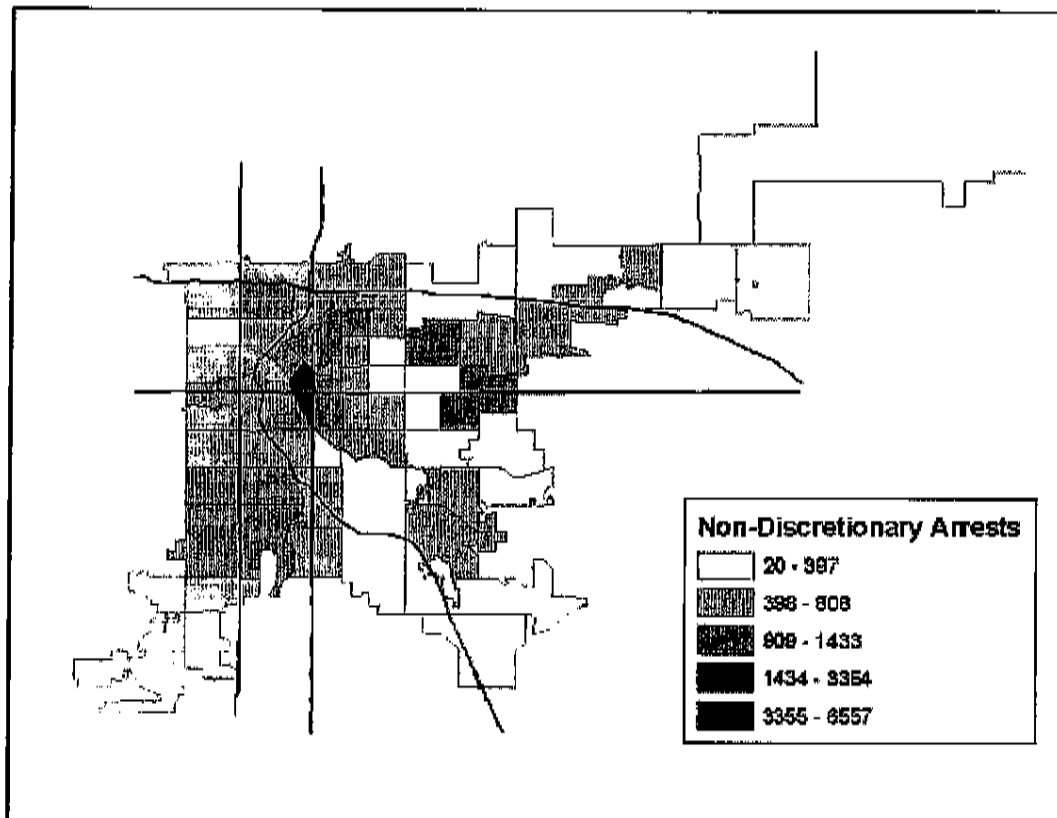


Non-discretionary Arrests

Data were compiled for non-discretionary offense categories and mapped (see Appendix II for those identified as non-discretionary). There were 56,579 arrests of this type during the study period.

The race/ethnicity of those arrested is recorded. Arrests for each race/ethnic group broke down as follows: 22,002 Hispanic, 16,925 White, 15,367 Black, 493 Asian, and the remainder other race/ethnic groups or unknown. Most arrests took place in the center of the city, radiating to the southwest and northeast.

Figure 32 – Non-discretionary Arrests

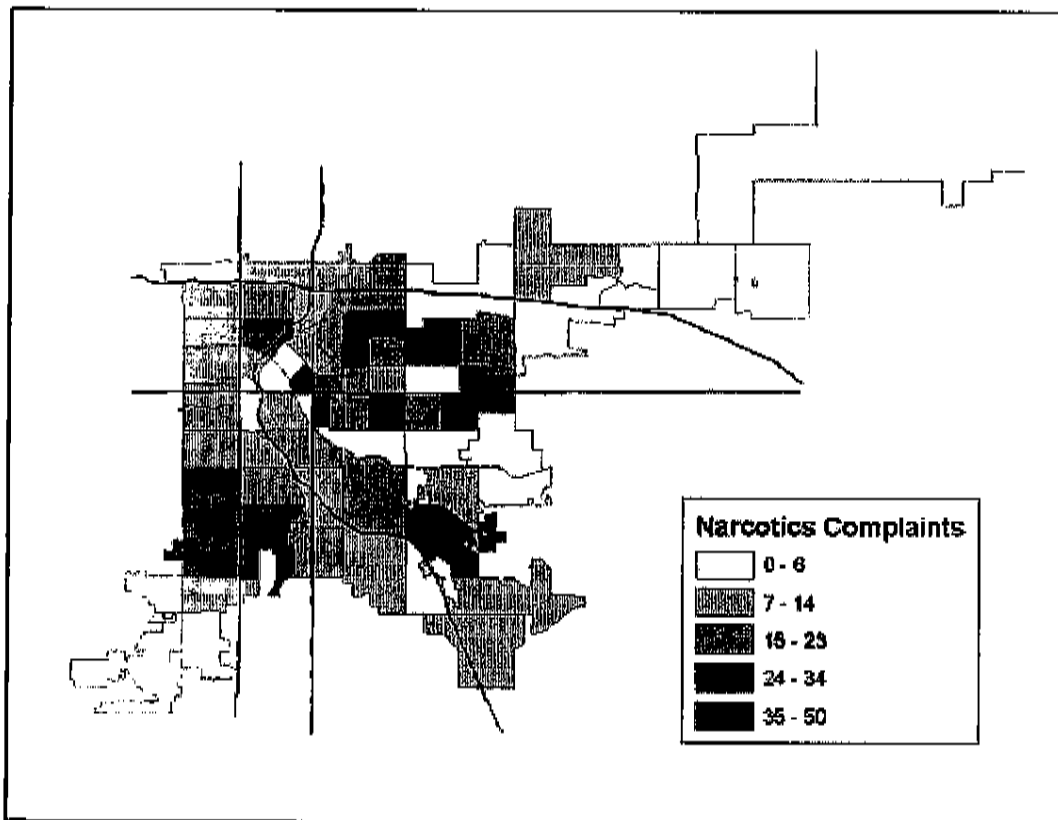


Vice and Narcotics Complaints

There were 823 citizen vice/narcotic complaints. 50 records were rejected due to bad addresses. 45 addresses were in the metropolitan area, but were not within the City and County of Denver, leaving 728 complaints with either precinct or gender/race information. 56 of the complaints had 2 suspects identified, for a total of 784 records. 211 records did not have suspect information, but did have a precinct identified.

A similar number of complaints were made against Hispanics, Whites, and Blacks: 183 Hispanic, 140 White, 219 Black. Most vice and narcotic complaints were made in the southwestern and northeastern regions of Denver.

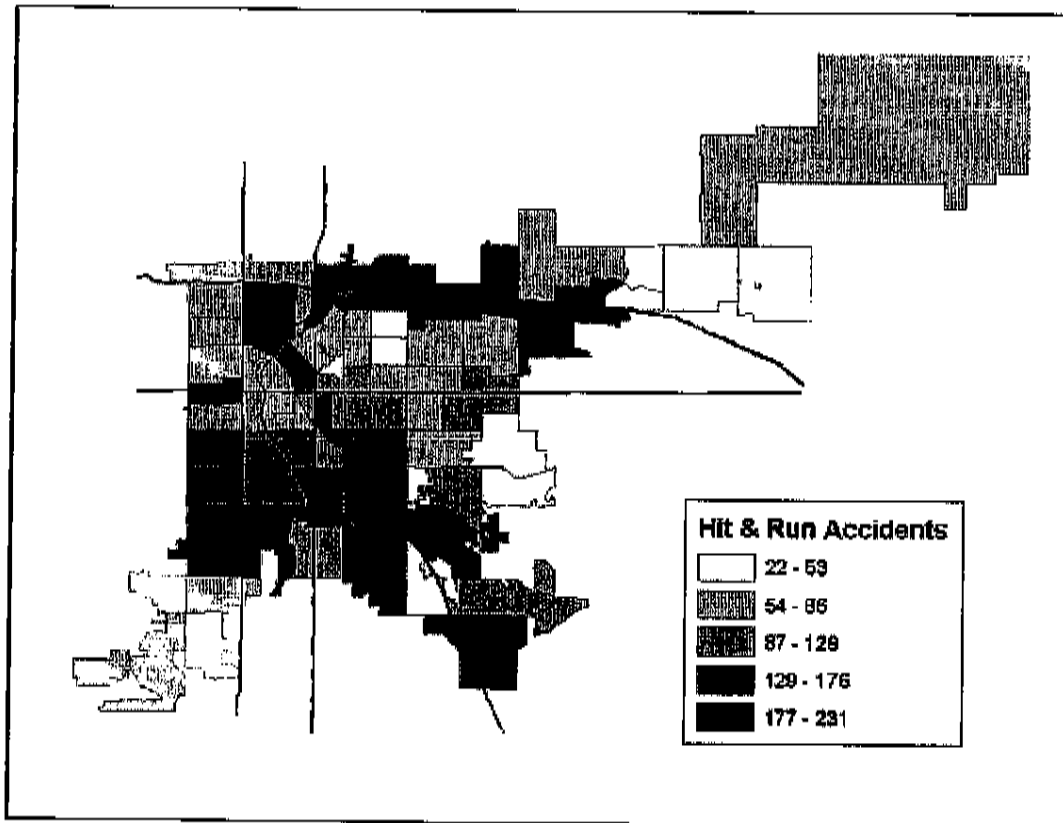
Figure 33 – Vice and Narcotics Complaints



Hit and Run Accidents

There were 30,606 accidents reported, of which 9,496 were hit and run. Importantly, accidents recorded in this database have the following characteristics and so are slightly skewed: 1) damage over \$1,000; 2) injuries; or, 3) alcohol or drug related. No race/ethnic demographics are available in the accident database.

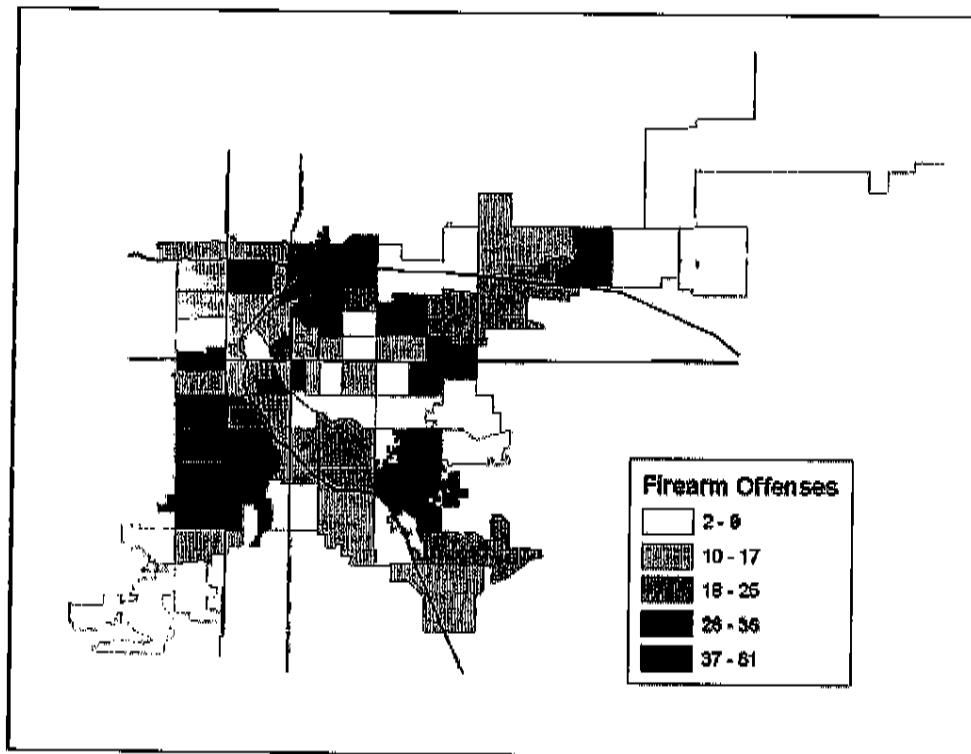
Figure 34 – Hit and Run Accidents



Firearm Offenses Suspect Information

Of the 58,683 offense reports filed, 1,754 listed a gun/rifle/shotgun as the weapon type. A total of 1,583 suspects were identified in the 1,754 offense reports. 32 listed an unknown race/ethnicity for the suspect. Of those where race/ethnicity was identified by the victim, over half were Hispanic (752). 597 were identified as Black and 196 as White. Most of this offense subset occurred in the southwestern section of Denver.

Figure 35 – Firearm Offenses



Commendation / Complaint Hot Line

In 2001, the Colorado General Assembly passed a law requiring officers to provide business cards to drivers who are stopped but not issued a citation. A phone number for community input is included on the card. Corresponding to the time-period of this report, the complaint hot line for DPD received 149 calls, over two-thirds (115) were for commendation of officers and 34 (23%) were complaints. Of the Complaints filed only two resulted in a formal Internal Investigations Investigation and other those two only one were the officer was disciplined for improper procedures. There was one allegation of racial profiling and it was handled as an informal case by the officer's commander.

Discussion & Future Directions

Even though DPD has now collected two years of data and some general observations can be made about stop activity, the data analysis is only one component of broader efforts to address the issue of biased based policing. Clearly, this report contains both encouraging results and some points that will likely cause concern. The challenge for both DPD and the Denver community is to generate constructive dialogue based on these findings. The police-community partnership and mechanisms of community involvement throughout the data collection and analysis process should act as a model nationally.

The 2nd Annual Denver Police Contact Card Analysis presents findings from the 2nd year of data collection for comparison with the 1st year. In fact, most of the percentages, trends, and geographic patterns remain markedly similar to the first report. Even so, there were some shifts, which are noted here:

- For traffic searches, consent and cursory remained stable for all groups from the first report. Incident to arrest increased slightly for all groups (Blacks: 12.5% to 13.7%; Hispanics: 9.4% to 10.7%; and Whites: 3.3% to 3.8%).
- Some of the percentages shifted slightly from the first report for pedestrian search types. Consent searches increased for Blacks (9.8% to 12.0%), but dropped for cursory searches (38.0% to 35.8%) and incident to arrest (26.7% to 25.4%). For Hispanics consent searches (5.9% to 7.1%) and incident to arrest (24.1% to 25.1%) increased, but decreased for cursory searches (39.1% to 36.3%). White consent (7.9% to 9.7%) and incident to arrest (22.6% to 25.0%) also increased and decreased slightly for cursory searches (28.8% to 28.6%).
- Consent searches resulting in contraband seized for Hispanics dropped from the first year (19.1% to 15.0%), while the percentages remained stable for cursory and incident to arrest searches. For Blacks, contraband seized during a consent search dropped (24.9% to 22.6%), but increased for cursory searches (13.9% to 15.5%) and for incident to arrest (27.7% to 29.5%).

The following summarizes some of the future directions Denver's biased policing study should take:

- **Perform multivariate statistical analysis of comparison data in relation to stop data.** Even after this initial examination, it is apparent that patterns of police activity vary in different parts of the city. This is in part due to socio-economic variations, as well as variances in requests for police presence. Internal comparisons could be made between precincts of similar socio-demographic characteristics, looking at the level of policing activity. Likewise, precincts with similar crime characteristics could be compared with one another. Methods for incorporating spatial/geographic patterns into a more robust analysis should be investigated.
- **Compare to other jurisdictions across the U.S.** Denver numbers seem to correspond with initial findings in other jurisdictions across the U.S. However, most of these communities are also fairly early in the analysis process. As other completed reports become available, stop activities in Denver can be compared to other places.

- **Incorporate these data into community oriented policing.** These data have the potential to be a powerful tool in generating discussion between the police and the community if people elect to do so. Officers and the community alike should seek ways to generate positive problem solving collaborations based on issues identified through dialog about the data. Data collection and analysis is, after all, only the first step.

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Appendix I - Victim Identified Suspects from Offense Reports

These are non-discretionary offenses, as defined by DPD.

Abortion	Embezzlement
Accessories To Crimes	Explosive Device
Against Family/Child	Failure To Appear
Aggravated Assault	False Alarm/Fire
Aiding Esc/Esc	False Impersonation
Air Rifle (Juv)	Forgery
All Other Offenses	Fraud
All Others	Hit And Run
Arson	Homicide
Auto Prowl	Incorrdbl (Juv)
Auto Strip	Intimidating Witness
Auto Theft	Intro Contraband
Bigamy	Kidnapping
Blackmail/Extortion	Larceny
Bomb Threats	No Pay Cab Fare
Bribery	Officer Killed
Burglary	Other Assaults
Chins (Need Sup)	Perjury
Clairvoyancy	Phone Tapping
Conspiracy	Poss/Repair/Make Burg Tools
Contempt Of Court	Reckless Driving
Contribute To Juv Delinquency	Robbery
Criminal Mischief	Runaways
Criminal Trespass	Sex Offenses
Cruelty Animals	Sexual Assault
Deaths	Stolen Property
Disorderly Conduct	Taking Right/Way
Dog Poisoning	Truants (Juv)
Driving Under Influence	Unlawful To Display Any But Flag Of U.S.
Eluding Police	Weapons

Appendix II - Non-discretionary Arrests

These are non-discretionary arrests, as defined by DPD.

ACCESS FELNY AFTER	DEFACING PUBLIC BLDG	PANDERING OF A CHILD
ACCESS MISDM AFTER	DISARMING POL OFFICR	PANDERING, ARRANGING
ACCESS MISDM BEFORE	DISCHARGING WEAPON	PAWNBROKER REQD ACTS
ACCESSORY ? DETAILS	DISTR ABORTIFACIENTS	PAWNBROKER, FELONY
AGGR INTIM WTNS/VCTM	DISTURBING THE PEACE	PIMPING OF A CHILD
AGGRAVATED INCEST	DOG BITE VIOLATIONS	POSS 1ST DEG FRGD IN
AIDING ESCAPE ? CONV	DUI	POSS CONTRABAND, 1ST
AIDING ESCAPE FELONY	DUR OR DUS	POSS DANGEROUS WEAPN
AMUSEMNT LICENSE REQ	DWAI	POSS DEFACED FIREARM
ARSON 2ND, =>\$100	ELUDING WITH INJURY	POSS FORGERY DEVICES
ARSON 2ND, DAMAGE?	EMBEZZLEMENT	POSS GRAFFITI DEV
ARSON 4TH - PERSON	ENDANGER PUB TRANS	POSS ILLEGAL WEAPON
ARSON 4TH, ENDANGER?	ENTERTAINMENT HOURS	POSS WEAPN-PREV OFFN
ARSON, 1ST	ENTICEMENT OF CHILD	POSS WEAPON JUVE
ARSON, UNSPECIFIED	ESCAPE, ? DEGREE	POSS. BRGLRY TOOLS
ASSAULT ON ELDERLY	ESCAPE, FELONY	PROCUREMENT OF CHILD
ASSLT 1ST ? WEAPON	ESCAPE, MISDEMEANOR	PROHIBITED NOISE
ASSLT 1ST W/GUN	EVASN OF ADMISSN FEE	PROHIBITED WEAPN USE
ASSLT 1ST W/KNIFE	FAIL TO RPT ACCIDENT	RBBRY AGGR STRNG ARM
ASSLT 1ST W/WEAPON	FAILURE TO APPEAR	RBBRY AGGRAV FIREARM
ASSLT 1ST, STRNG ARM	FALSE IMPRISONMENT	RBBRY AGGRAV KNIFE
ASSLT 2ND ? WEAPON	FIN TRANS DEV <\$300	RBBRY AGGRAV WEAPON
ASSLT 2ND, FIREARM	FIN TRANS DEV =>\$300	RBBRY AGGRAV WEAPON?
ASSLT 2ND, KNIFE	FIN TRANS DEV ? AMT	RCKLESS ENDANGERMENT
ASSLT 2ND, STRNG ARM	FIRES IN CITY PARKS	REF LEAVE PLC, MISDM
ASSLT 2ND, WEAPON	FLOURISHING WEAPON	RETALIATE WTNS/VCTM
ASSLT DURING ESCAPE	FLSE REPT XPLOSV,ETC	ROB/ELD/HANDICAPPED
ASSLT, 3RD	FLSE RPT TO AUTHORITY	ROBBERY, SIMPLE
ASSLT, VEHICULAR	FORGERY, 1ST DEGREE	ROBBERY, TYPE?
ATTEMPT TO INFLUENCE	FORGERY, 2ND DEGREE	RR OR BUS EQUIPMENT
AUTO THEFT 1 TRK/BUS	FORGERY, 3RD DEGREE	RUNAWAY
AUTO THEFT 1ST AUTO	FRAUD BY CHECK ?	SELL LIQUOR W/O LIC
AUTO THEFT 1ST OTHER	FRAUD, UNSPECIFIED	SERVICES FOR MINORS
AUTO THEFT 1ST TYPE?	GET DRUGS BY FRAUD	SEX ASSLT 3RD, FORCE
AUTO THEFT 2 TRK/BUS	GRAFFITI	SEX ASSLT ON CHILD
AUTO THEFT 2ND AUTO	HARASS BY STALKING	SEX ASSLT, UNSPEC.
AUTO THEFT 2ND TYPE?	HARASSMENT -PHONE	SEX ASSLT, 1ST
AUTO THEFT UNSPEC.	HARASSMENT -THREATS	SEX ASSLT, 2ND
BICYCLE SALES	HARASSMENT ? TYPE	SHOPLIFTING
BRGLRY 1ST - ATTEMPT	HARBORING OF MINORS	STARVATION OF ANIMLS
BRGLRY 1ST - ENTRY?	HINDERING TRANSPORT	STREET VNDR RESTRICT
BRGLRY 1ST - FORCED	HIT & RUN W PROP DMG	SX ASSLT 3RD W/O FRC
BRGLRY 1ST UNLW ENTR	HIT & RUN WTH INJURY	SX EXPLOITATION CHIL
BRGLRY 2ND - ATTEMPT	HIT AND RUN, ? TYPE	TAMPERING WTNS/VCTM
BRGLRY 2ND - ENTRY?	HOLD CCMITT	THEFT - UNSPECIFIED
BRGLRY 2ND - FORCED	HOLD DEPT OF CORR	THEFT - VALUE?
BRGLRY 2ND UNLW ENTR	HOLD FOR FUGITIVE	THEFT <\$300

DPD Contact Card Data Analysis, February, 2004

BRGLRY 3RD - ENTRY?	HOLD FOR IMMIGRATION	THEFT =>\$300
BRGLRY 3RD - FORCED	HOLD FOR JUVENILE	THEFT BY REC =>\$300
BRGLRY 3RD UNLW ENTR	HOLD FOR M.P.'S	THEFT BY REC, VALUE?
BRIBERY OF PUB OFF	HOLD FOR PROBATION	THEFT BY REC. <\$300
BRIBING WITNSS/VICTM	HOLD FOR US MARSHALL	THEFT RNTL =>\$300
BURGLARY, UNSPEC.	HOLD ON WARRANT	THEFT RNTL VALUE?
CARRYING WEAPON	HOLD W/O CHARGES ?	TRESPASS, 1ST DEGREE
CH ABUSE <SER INJURY	HOMICIDE, UNSPEC	TRESPASS, 2ND DEGREE
CHECK FRAUD < \$300	IMPERS POLICE OFFICR	TRESPASS, 3RD DEGREE
CHECK FRAUD => \$300	INCENDIARY DEVICE	TRESPASS, ? DEGREE
CHILD ABUSE ?DETAILS	INCEST	UNDER 21 PROHIBITED
CHILD ABUSE NO INJUR	INDECENT EXPOSURE	UNLAWFUL CONDUCT
CHILD RESTRAINT SYS	INNOCULATION OF DOGS	UNLAWFUL DISPOSAL
CONCEALED WEAPON	INTERFERE ED INSTIT	UNSPEC MISDEMEANOR
CONSPIRACY, ? CLASS	INTERFERE-TRAF CNTRL	UNSPECIFIED CRIME
CONSPIRACY, FELONY	INTIM WITNESS/VICTIM	UNSPECIFIED FELONY
CONSPIRACY, MISDEMNR	INTR CONTRABAND ?DEG	USE OF IMMOB SERVICE
CRIM MISCHF DAMAGE?	INTR CONTRABAND, 1ST	VEH ELUDING, ? TYPE
CRIM MISCHIEF <\$300	INTR CONTRABAND, 2ND	VEHICLES IN PARKS
CRIM MISCHIEF ->\$300	JUV WEAPON NOT SCH	VEHICULAR HOMICIDE
CRIM POSS 1 TRANS DV	JUV WEAPON SCH	VIO RESTRAIN ORDER
CRIM POSS 2+ TRNS DV	JUVENILE BCOP	VIOL AIRPORT RULES
CRIM POSS ? TRANS DV	KIDNAPPING, 1ST	VISIBLE VEH EMISSION
CRIM POSS FORGRY DEV	KIDNAPPING, 2ND	WALKING ALONG ROADWY
CRIM. IMPERSONATION	MANSLAUGHTER	WEAPONS OFFENSE ?
CRIMES/AT RISK ADULT	MENACING DEADLY WEAP	WEAPONS-TRANS FACIL
CRIMINAL EXTORTION	MENACING NO WEAPON	WINDOW PEEPING
CRIMINAL SIMULATION	MENACING-UNKNOWN	WIRETAP DEVICES
CRUELTY TO ANIMALS	MOTOR VEHICLE NOISE	WIRETAPPING
DEFACE PROP POL/FIRE	MURDER, 1ST DEGREE	WRIT HABEAS CORPUS
DEFACE PROPTY PUBLIC	MURDER, 2ND DEGREE	XPLOSV/INCIND DEVICE
DEFACING CITY PARKS	NOISE FROM PREMISES	
DEFACING PRIV PROP	ORGANIZED CRIME	

Appendix III – New Precincts/Precinct Changes

- 111
- 112
- 113
- 114
- 115
- 116
- 121
- 122
- 123
- 124
- 125
- 312
- 313
- 314
- 315
- 316
- 317
- 318
- 321
- 322
- 323
- 324
- 325
- 326
- 611
- 612
- 613
- 614
- 615
- 616
- 617
- 618
- 622
- 625
- 626