

DATE: August 19, 2014

TO: JERRY P. DYER
Chief of Police

THROUGH: DEPUTY CHIEF ROBERT NEVAREZ
Administrative Services Division Commander

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Professional Standards Bureau Commander

FROM: SERGEANT TODD MILLER
Accountability and Compliance Section

SUBJECT: 2014 SECOND QUARTER DEMOGRAPHIC DATA ANALYSIS

The 2014 second quarter Demographic Data Collection (DDC) report has been produced and reviewed. The DDC information contained in the report is generated by an automated program maintained by ISB personnel. It contains a combination of traffic stop data from the Crossroads program (utilized by the Traffic Bureau) and Data 911 (DDC forms completed on MDS).

Of the 15,316 traffic stops recorded by the DDC program during the second quarter of 2014, 14,921 electronic DDC collection forms were submitted correctly. This represents an approximate 2.5% difference between the number of traffic stops recorded by the DDC program and forms properly completed and submitted by officers. A review of CAD records for events with the opening class of "3C" revealed there were 15,254 traffic stops during the second quarter of 2014. The difference between CAD and DDC traffic stop numbers is due to the method by which the DDC program collects DDC data.

The demographic breakdown of the City of Fresno is as follows; Hispanic (46.9%), White (30.0%), Black (7.7%), Asian (12.3%) and Other (3.1%). The percentage of subjects stopped by race is as follows; Hispanic (48.4%), White (27.4%), Black (13.1%), Asian (4.9%) and Other (6.2%). The majority of traffic stops were made in the Southwest District (36.3%), followed by Northwest District (25.2%) followed by Northeast (24.4%) then Southeast District (14.1%). The most frequent reason cited for the stop was a hazardous moving violation (51.6%), followed by non-hazardous moving violation (19.5%). Approximately 11.6% of traffic stops resulted in the vehicle being searched by officers.

After comparing the demographics of the city, to the traffic stops made broken down by race per district and reason for the traffic stop, it appears that there are no trends that are out of the normal range at this time.

A 2013 second quarter DDC report was not produced due to the fact accurate data was not available for that period. As a result, 2013 and 2014 data could not be compared. The data reflected in the current DDC report should be reviewed to determine what modifications, if any, should be made to the program to enhance its effectiveness. Currently, Traffic Section and Patrol Division traffic stop data is combined and cannot be differentiated when reviewing the report. "Patrol Support Division" refers to all units except for Traffic and Patrol, for the purposes this report, which is not consistent with the Department's definition of "Patrol Support Division."