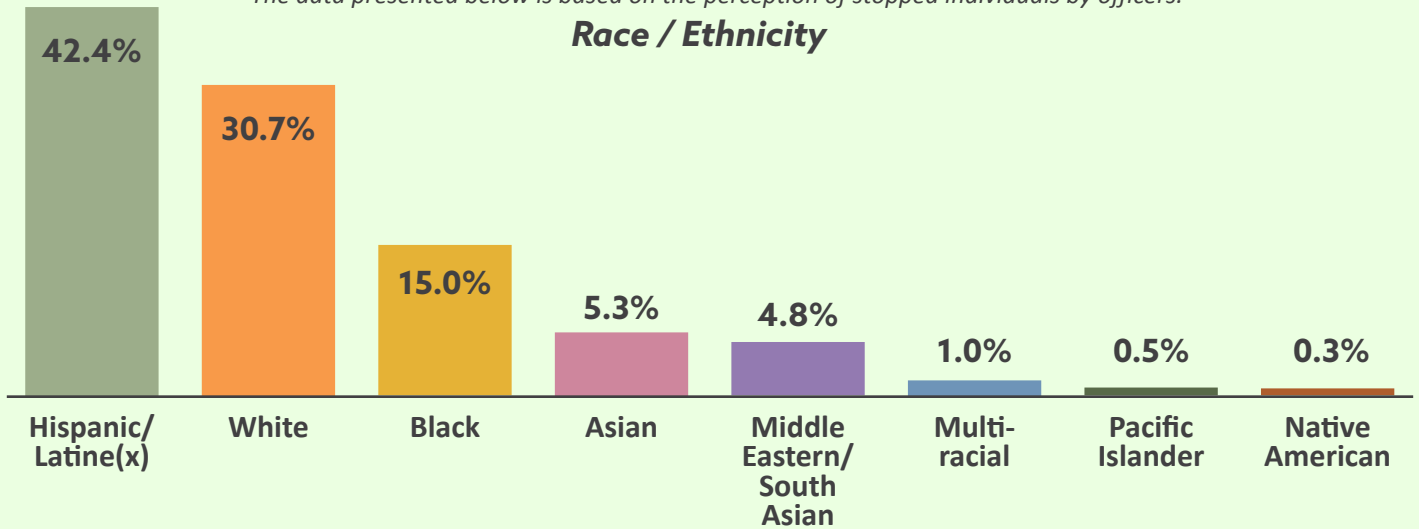


Between January 1, 2021 and December 31, 2021, **58 law enforcement agencies in California** collected and reported data on nearly **3.2 million vehicle and pedestrian stops**. A “stop” under the Racial and Identity Profiling Act is defined as a detention or search, including a consent search.

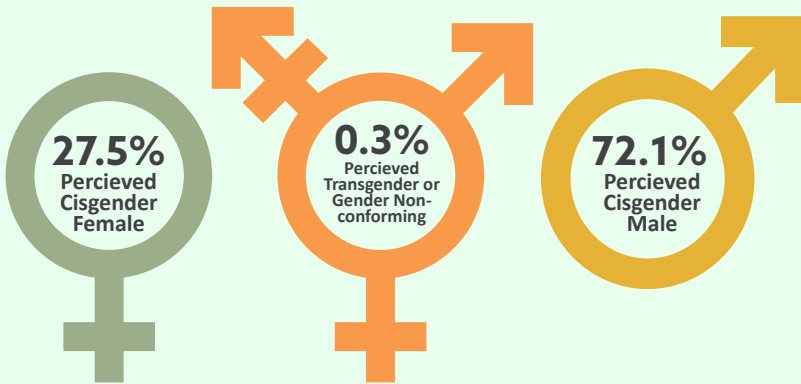
### Demographics of Stopped Individuals (Report Pages 34-37)

The data presented below is based on the perception of stopped individuals by officers.

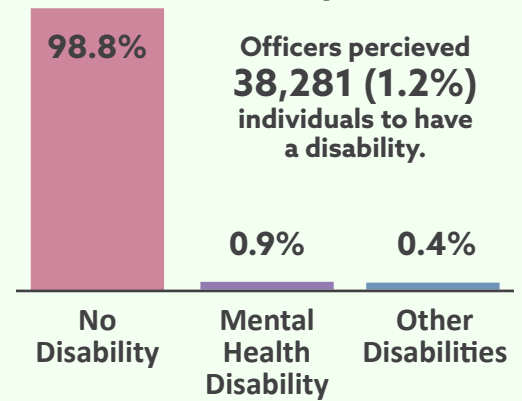
#### Race / Ethnicity



#### Gender

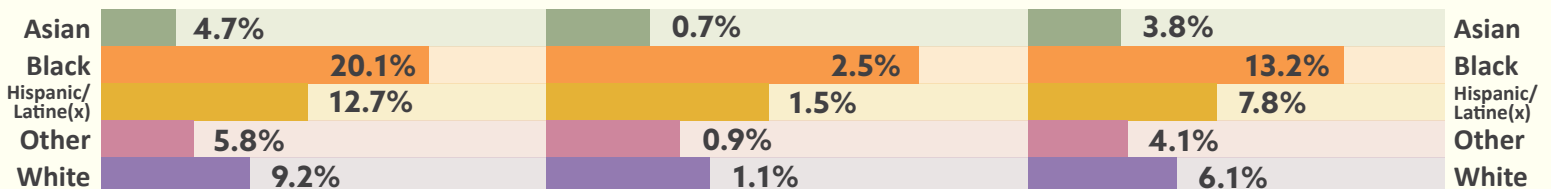


#### Disability



### Racial/ Ethnic Disparities

The Board examined both data elements “Actions Taken by Officer During Stop” and “Result of Stop.” In completing Actions Taken by Officer During Stop, officers must report the types of actions (e.g., search of person, curbside detention, etc.), if any, they took during the stop. In completing Result of Stop, officers must report the result of the stop. These fields reveal disparities in the types of actions taken against a person during, and as a result of, a stop.



#### Action Taken – Search (p. 43)

The search rate of Black individuals was 2.2 times the search rate of White individuals. Overall, officers searched 6,622 more Black individuals than White individuals.

#### Action Taken – Use of Force (pp. 57-60)

Officers used force against Black individuals at 2.2 times the rate of White individuals.

#### Result of Stop – No Action (pp. 46-47)

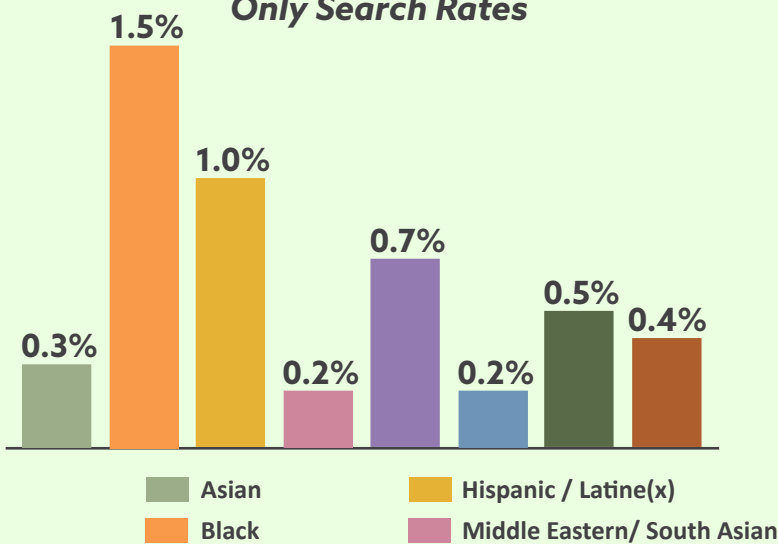
In responding to the question “result of stop,” officers must report the outcome of the stop (for example, warning or citation given, arrest, or no action taken). Officers reported “no action taken” for Black individuals 2.2 times as often as they did for White individuals, indicating those stopped Black individuals were not engaged in criminal activity.

### Pretextual/Traffic Violation Stops (Report Pages 69-74)

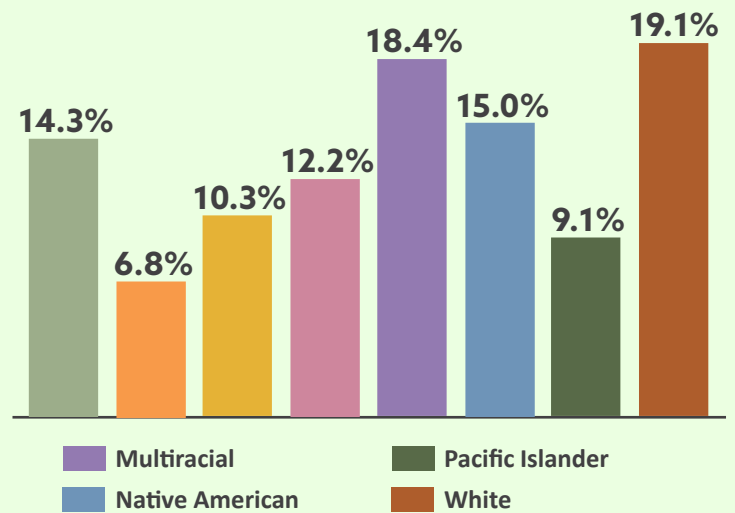
#### Consent Only Searches and Discovery Rates

During stops for traffic violations, officers requested to perform a search of nearly twice as many Black individuals as White individuals (16,414 requests and 8,863 requests, respectively) despite stopping 2.2 times more White individuals (845,418) than Black individuals (385,773). Accordingly, a far higher percentage of stops of Black individuals for traffic violations involved consent-only searches – those where the only basis for the search is designated as “consent given” – compared to any other racial/ethnic group. Consent only search discovery rates during stops for traffic violations were lowest among individuals perceived to be Black (6.8%), Pacific Islander (9.1%), and Hispanic/Latine(x) (10.3%).

**Traffic Violation Consent Only Search Rates**



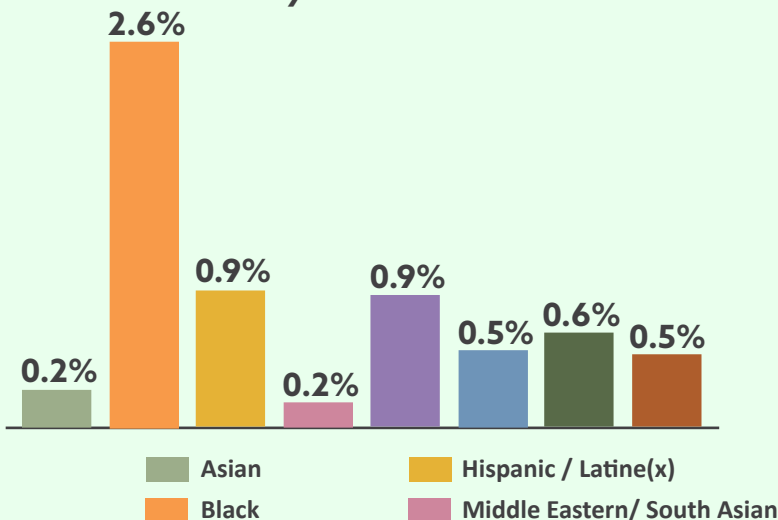
**Traffic Violation Consent Only Discovery Rates**



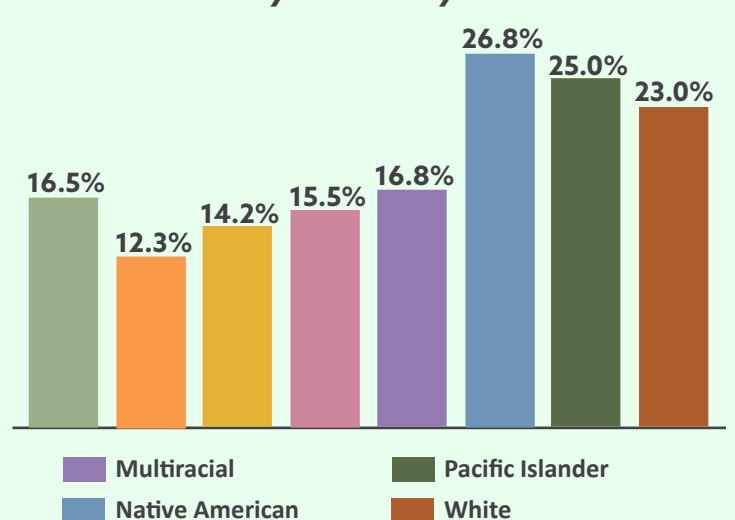
#### Supervision Only Searches and Discovery Rates

The percentage of stops for traffic violations that involved supervision only searches, where parole or probation supervision status was the only basis for the search, was highest among individuals perceived to be Black. Disparities in supervision search rates during traffic stops led to more than twice as many supervision searches of individuals perceived as Black (9,863) compared to individuals perceived as White (4,172). Stops for traffic violations involving supervision only searches for individuals perceived to be Black or Hispanic/Latine(x) resulted in contraband discovery less frequently (12.3% and 14.2%, respectively) compared to all other racial/ethnic groups.

**Traffic Violation Supervision Only Search Rates**



**Traffic Violation Supervision Only Discovery Rates**



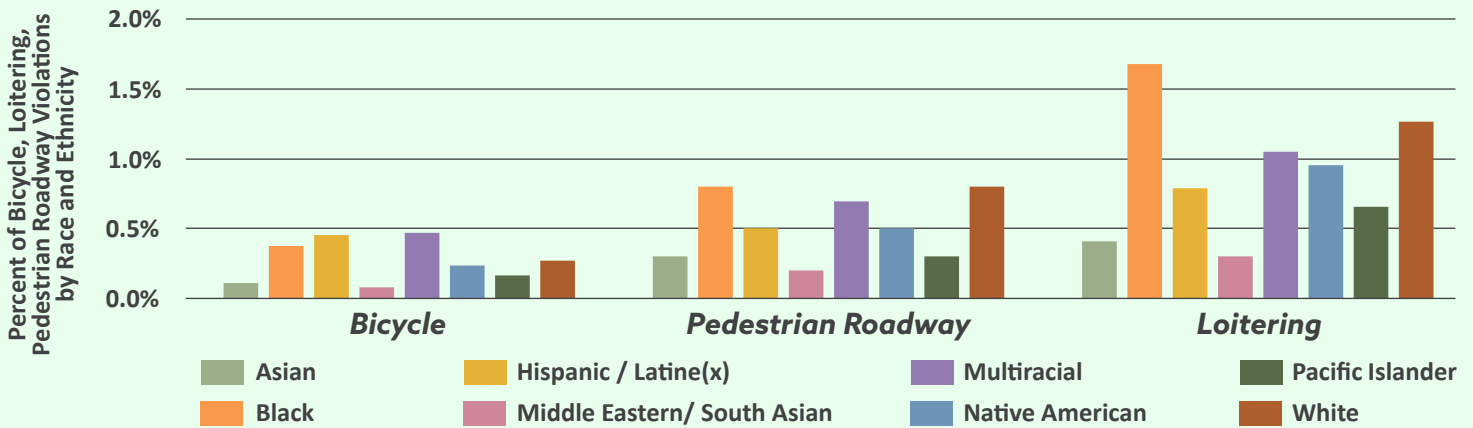
### Bicycle-Related, Pedestrian Roadway and Loitering-Related Violation Stops (Report Pages 74-88)

#### Percent Bicycle-Related Offense, Pedestrian Roadway, and Loitering-Related Violations by Race and Ethnicity

Overall, bicycle-related violations represented 0.35 percent (11,023) of all reported stops. Bicycle-related offense stops made up a larger percentage of stops of individuals perceived to be Multiracial (0.47%), Hispanic/Latine(x) (0.45%), and Black (0.37%) compared to the overall proportion of all stops that were for bicycle-related offense stops.

Pedestrian roadway violations, such as not crossing at a designated intersection, represented 0.6 percent (19,929) of all stops. Compared to the overall percentage of stops that were for pedestrian roadway violations, a higher proportion of stops of individuals perceived to be Black (0.81%), White (0.80%), and Multiracial (0.66%) were for pedestrian roadway violations.

Loitering violations made up a larger percentage of stops of individuals perceived to be Black (1.68%), White (1.27%), or Multiracial (1.05%) compared to the overall proportion of all stops that were for loitering violations (1.03%, 32,785).

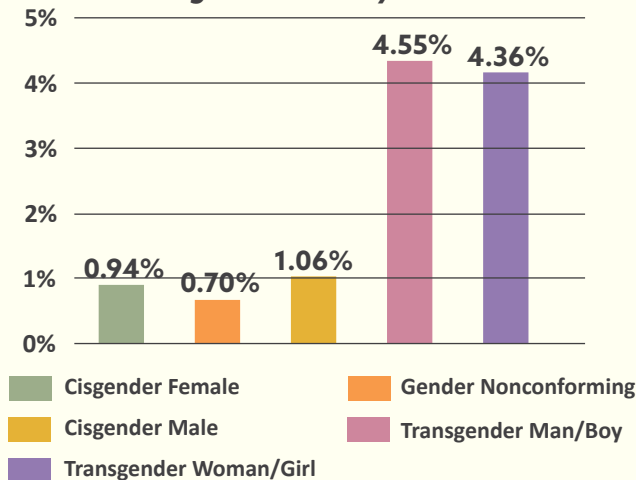


#### Loitering Stops - Percent Stops for Loitering-Related Violations Across Gender and Disability

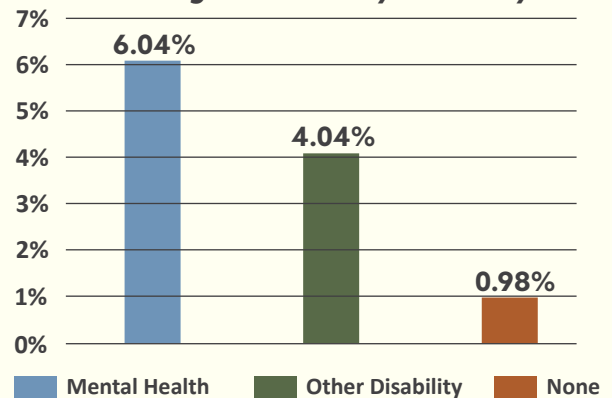
The proportion of stops of persons perceived to be Transgender Men/Boys and Transgender Women/Girls that were for loitering violations (4.55% and 4.36%, respectively) were over four times the overall proportion of stops that were for loitering violations (1.03%).

A much larger proportion of stops of persons perceived to have a mental health disability or another disability tended to be for loitering violations (6.04% and 4.04%, respectively) than stops of persons whom officers perceived did not have a disability (0.98%).

Loitering Violations by Gender



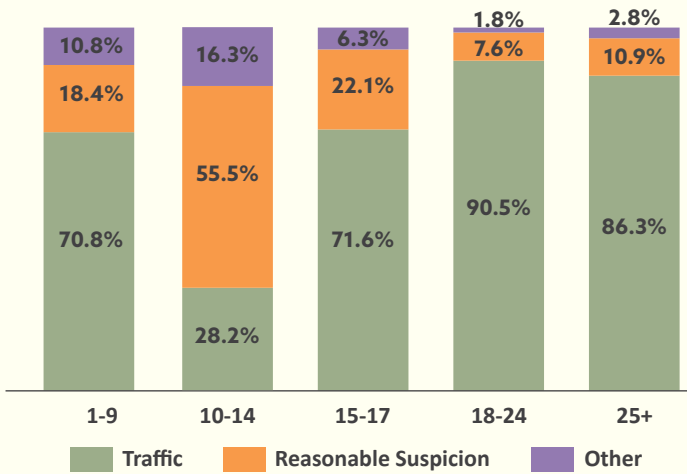
Loitering Violations by Disability



### Youth and Law Enforcement (Report Pages 109-123)

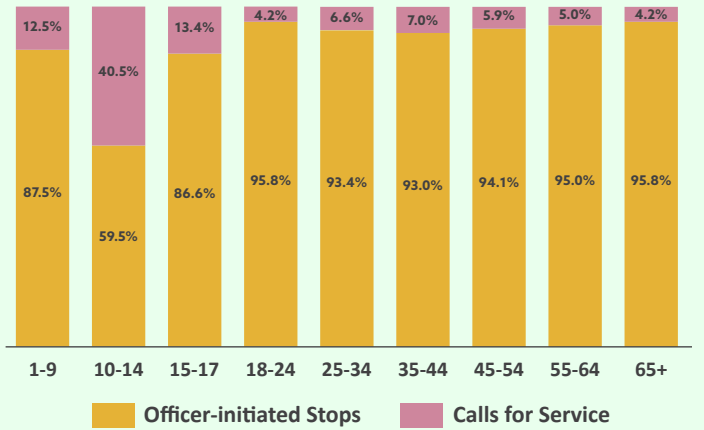
#### Reason for Stop by Age Group

Overall, the most common reason for a stop was a traffic violation (86.8%), followed by reasonable suspicion that the person was engaged in criminal activity (10.5%). A substantially higher proportion of stops of persons perceived to be adults were for traffic violations, while youth perceived to be under 18 had a higher proportion of stops reported as reasonable suspicion stops.



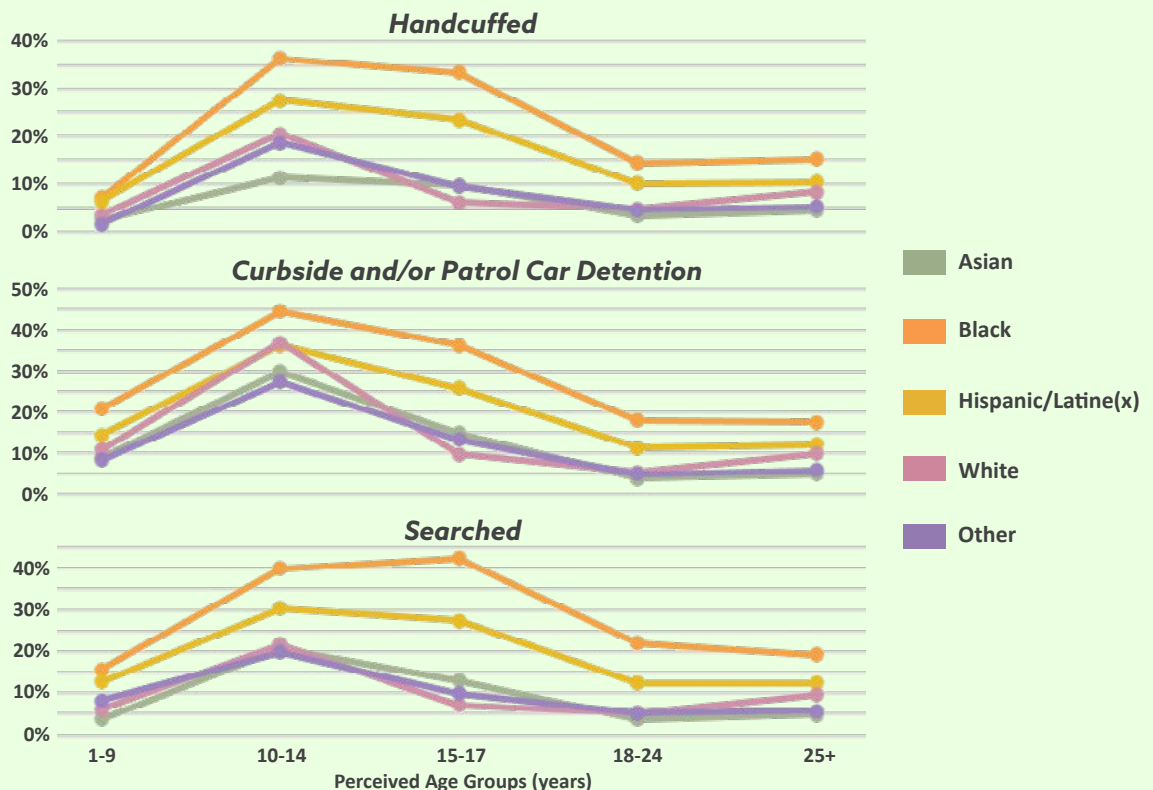
#### Calls for Service Status by Age Group

Relative to other age groups, stopped youth whom officers perceived to be between the ages of 10 and 14 had the highest proportion of their stops initiated in response to a call for service (40.5%), whereas youth between the ages of 18 and 24 (4.2%) and individuals aged 65 or higher had the lowest proportion (4.2%).



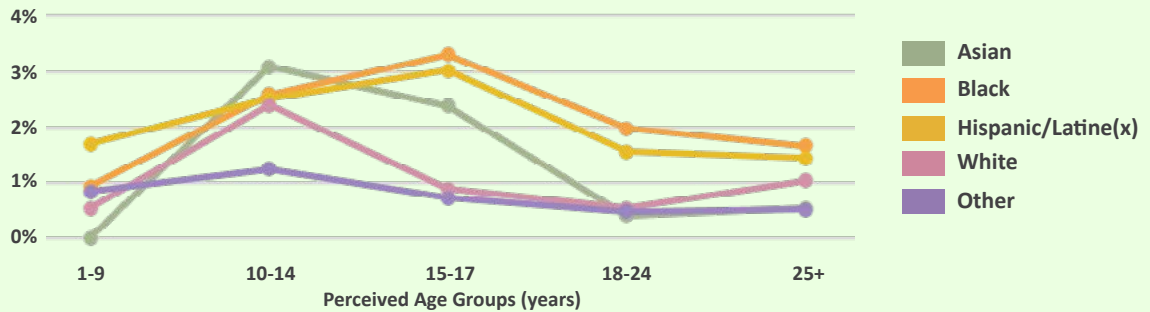
#### Search, Curbside and/or Patrol Car Detainment, and Handcuff Rates by Age and Racial and Ethnic Groups

Within intersections of perceived age and racial/ethnic identity, Black youth (10-14 and 15-17 years old) were detained (44.5% and 36.2% of the time, respectively), searched (39.9% and 42.4% of the time, respectively), or handcuffed (36.5% and 33.5% of the time, respectively) during a higher percentage of stops than any other combinations of race/ethnicity and age group.



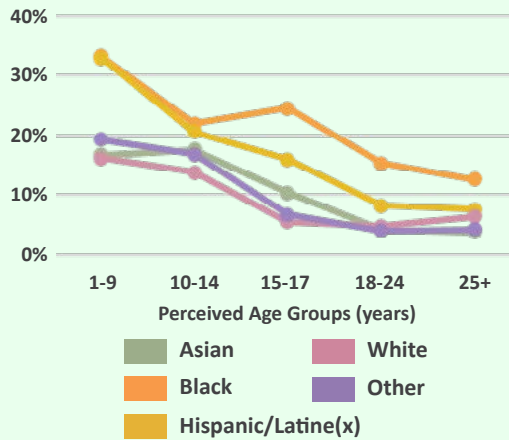
### Consent Only Search Rates by Age and Race

Officers performed a consent only search during 1.2 percent of all stops. Across racial/ethnic and age groups, the consent only search rate was highest among Black youth between the ages of 15 and 17 years old (3.3%).



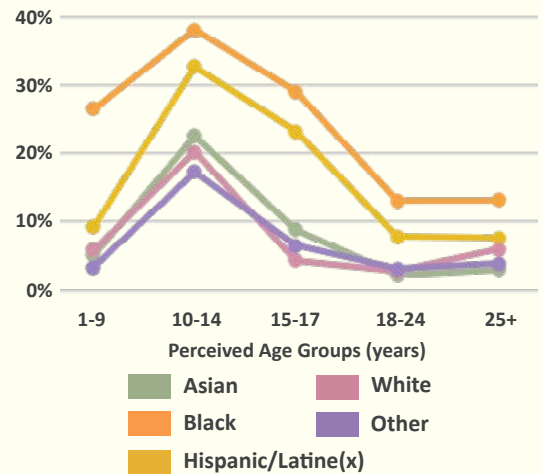
### Rate of No Reportable Action Taken as Result of Stop by Age and Racial and Ethnic Group

The percent of stops resulting in no action taken, which may often indicate the stopped individual was not engaged in criminal activity, was highest among individuals perceived as Black across all age groups and second highest among individuals perceived as Hispanic/Latine(x) across all age groups.



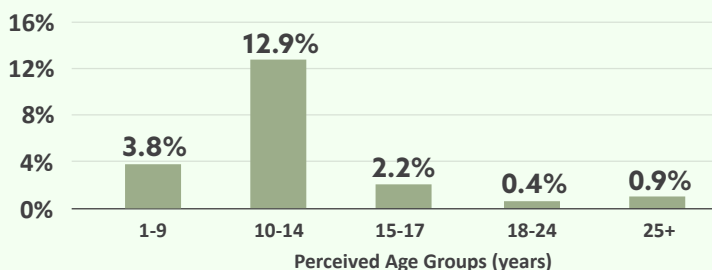
### Field Interview Card Rates by Age and Racial and Ethnic Group

Across all racial/ethnic groups, youth aged 10-14 tended to have field interview cards – a tracking system for officers to record contacts and information that can later be entered into law enforcement databases – completed more often than all other age groups. Across all age groups, officers completed field interview cards during a higher percentage of stops of individuals perceived to be Black, and the second highest percentage during stops of individuals perceived to be Hispanic/Latine(x).



### Mental Health Disability by Age Group

Within the 2021 RIPA stop data, officers perceived 12.9% of youth between the ages of 10 and 14 to have a mental health disability, the highest within any age group percentage.



Visit the RIPA Board website at [oag.ca.gov/ab953](https://oag.ca.gov/ab953)

for more information about the Racial and Identity Profiling Act.

RIPA Board email: [AB953@doj.ca.gov](mailto:AB953@doj.ca.gov).

To view the full 2023 RIPA Board Report, visit [oag.ca.gov/ab953/board/reports](https://oag.ca.gov/ab953/board/reports).