ILLINOIS

TRAFFIC AND PEDESTRIAN STOP STUDY

2019 ANNUAL REPORT
TRAFFIC STOP ANALYSIS
SUBMITTED BY THE MOUNTAIN-WHISPER-LIGHT STATISTICS

Illinois Department of Transportation

The Mountain-Whisper-Light

SC-B CONSULTING
Achieving Innovative Solutions Together

Illinois Traffic and Pedestrian Stop Study

2019 ANNUAL REPORT: TRAFFIC STOP ANALYSIS

Part I   Executive Summary and Appendices

Prepared for the Illinois Department of Transportation

By

The Mountain-Whisper-Light Statistics

In Cooperation with SC-B Consulting, Inc.

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Executive Summary

I.   Background

In October 2019, the Mountain-Whisper-Light Statistics (TMWL) was awarded a contract to conduct a statistical study of the traffic and pedestrian stop data provided by law enforcement agencies to the Illinois Department of Transportation (IDOT), pursuant to the Illinois Vehicle Code, 625 ILCS 5/11-212 Traffic and Pedestrian Stop Statistical Study. TMWL is carrying out the project in cooperation with SC-B Consulting, Inc., an Illinois firm.

According to the IDOT website, "On July 18, 2003, Senate Bill 30 was signed into law to establish a four-year statewide study of data from traffic stops to identify racial bias. The study began on January 1, 2004, and was originally scheduled to end December 31, 2007. However, the legislature extended the data collection several times, and also expanded the study to include data on pedestrian stops. Public Act 101-0024, which took effect on June 21, 2019, eliminated the study's scheduled end date of July 1, 2019, and extended the data collection."

Under that provision of the Illinois Vehicle Code, IDOT is responsible for providing a standardized law enforcement data compilation form (see Appendix A below) and analyzing the data and submitting a report of the previous year's findings to the Governor, General Assembly, the Racial Profiling Prevention and Data Oversight Board, and each law enforcement agency no later than July 1 of each year. On May 20, 2020, TMWL and SC-B, in cooperation with IDOT's Bureau of Data Collection (BDC), have provided copies of statistical tables to 797 jurisdictions in the state of Illinois, based on data collection provided by the respective law enforcement agencies on traffic and pedestrian stops.

We are pleased to submit this 2019 Annual Report for the Illinois Traffic and Pedestrian Stop Study.

II.   Introduction

How is this report structured?

The report is presented in two parts. **Part I** is this Executive Summary, which includes appendices with detailed technical information on the statistical methodology and analysis. **Part II** includes extensive tables (one set of tables for each law enforcement agency that collected data for all stops conducted in 2019). The tables show stop rates for each racial group, along with other statistics that cover activity during the stops, such as citations or warnings, searches and contraband found.

To obtain the greatest benefit from this report, readers are encouraged to read the full Executive Summary. In addition to the information on data collection, we have provided a sample Traffic

Table and a Guide to Using Traffic Tables that includes definitions of statistical terms used in this report and explanation of the data presented in each panel of the tables. We also include an Interpretation section with additional details on the numeric results presented in the tables and a plain-language description of how the analysis was implemented. Finally, the section on Selected Findings highlights some statewide results. The Appendices include technical material that describes the statistical methods and calculations in detail. The information is provided for readers who wish to have a deeper understanding of the methodology.

What is the source of the data?

As noted above, per Illinois law, officers from law enforcement agencies are required to fill in a report when they stop a driver or pedestrian. Separate templates are provided for traffic and pedestrian stops.

To follow the convention of previous reporting on the Illinois Traffic and Pedestrian Stop Study, we are submitting two separate reports, the Illinois **Traffic** Stop Study (ITSS) and the Illinois **Pedestrian** Stop Study (IPSS). The above-mentioned data collection templates (known as Traffic Stop or Pedestrian Stop Data Forms) are shown in Appendix A of the ITSS and IPSS. There is an instruction manual that accompanies the traffic stops data collection form—available online at http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Pamphlets-&-Brochures/Safety/2012TrafficStopDataSheetInstructions.pdf .

How were the data analyzed?

The results of the data collection are that 796 agencies generated data on 2,483,904 traffic stops in 2019. A total of 353 agencies generated data on 172,160 pedestrian stops. Only 183 traffic stops (0.007% of stops) and only 3 pedestrian stops (0.002%) were missing the race designation. Further statistical analysis was carried out to provide data that may be helpful in determining if there is potential bias against minorities in initiating a stop or in the activities that occur during a stop.

As specified by Illinois statute for this study, the tables report on the stops and subsequent experience of individuals stopped. The stopped individuals are classified into one of six racial groups. The law enforcement officer filling in the data collection form must use their judgment to classify an individual into one of the following groups.

- Black or African American
- Hispanic or Latino
- Asian
- American Indian or Alaska Native
- Native Hawaiian or Other Pacific Islander
- White

The data collection forms are extensive. There are more than 60 data items listed for traffic stops and more than 20 data items listed for pedestrian stops. Some items are left blank unless there are further actions beyond a stop, such as a search.

Data collected by local agencies for traffic stops include:

- Information about the driver (including race) and the officer
- The location of the stop
- Reason for the stop
- Outcome of the stop
- Search activity and search findings of contraband.

III.   Guide to Using Traffic Tables

While many readers of this report previously reviewed traffic and pedestrian stop tables for their respective jurisdictions, here are some brief explanations of the statistics presented in the tables of this report.

Table 1 is included as an example to show stop rates, percentages and ratios. A ratio compares either a rate or a percentage for a minority to the corresponding rate or percentage for Whites. The ratios are intended to make it easier to determine the possibility of racial profiling. The word "possibility" is very important, because racial profiling cannot be proved by the numeric results in this report. Some of the inherent uncertainties and limitations of the statistics are explained later.

The following section includes an example of traffic tables and offers a guide to the numbers in the tables, explained panel by panel. The table reproduced here (Table 1) refers to all traffic stops reported in 2019 for the state of Illinois. The counts, rates, percentages and ratios are for purposes of illustration only and are <u>not</u> tied to any individual agency.

Before using the tables: Following the tables there is an important section on interpretation of the rates, ratios, percentages and 95% confidence intervals. Reading that section is important for readers of this report to make a proper assessment of what the numbers represent.

Rates, percentages and ratios. The terms "rate," "percentage" and "ratio" are used throughout this report. A brief explanation of the terms is provided here.

A **<u>rate</u>** in this context is the number of individuals (such as the number of individuals stopped) divided by the population the individuals came from, also known in this report as the "benchmark," a term that will be used repeatedly. For example, in Illinois in 2019 there were 398,413 traffic stops of individuals whom the officer assigned to the category "Hispanic or Latino." The estimated benchmark population of Hispanic or Latino drivers in Illinois in 2019

was 1,387,742. Dividing the 398,413 by 1,387,742 yields the stop rate of 0.287. That is, there was an average of 0.287 stops per driving member of the Hispanic or Latino population. The decimal value 0.287 does <u>not</u> mean that 28.7% of Hispanic or Latino drivers had a stop. Some drivers may have been stopped more than once.

A **<u>percentage</u>** in this context has the usual meaning. For example, In Illinois in 2019 there were 1,251,219 stops of drivers whom the officer assigned to the category "White." There were 866,674 of those stops with a citation for a moving violation. The number of stops with citations (866,674) divided by the number of stops (1,251,219) yields the decimal fraction 0.693. That fraction represented as a percentage is 69.3%. In Illinois in 2019, 69.3% of stops of drivers assessed as being White resulted in a citation of the driver.

The **<u>ratio</u>** used in this report is either the ratio of a minority rate to a White rate or the ratio of a minority percentage to a White percentage. If the ratio is 2.0, for example, it means that the minority rate (or percentage) is twice the White rate (or percentage).

<u>Table 1</u> shows the Illinois statewide results for illustration of traffic stop reporting. Following is a guide to each panel of the table.

> **Panel 1** (shaded rows) presents the traffic stops, benchmark, and stop rate by racial group, and stop rate ratio for each minority group compared to White drivers. Ninety-five percent confidence intervals are shown (in parentheses) for rates and rate ratios. The 95% confidence interval is a "margin of error," and it is explained in a short section with that heading, below.

> **Panel 2** shows the number, percentage (in parentheses), and 95% confidence interval [in square brackets, like this] for selected reasons for traffic stops (moving violation, licensing/registration, and commercial vehicle) for each racial group. The label for the panel includes the note "Percentage of All Stops for the Racial Group with the Noted Reason for Stop." This tells us that the number of stops for a given reason, such as "Moving Violation," is divided by the total number of stops for the racial group to convert it to a percentage (after multiplication by 100%). For example, drivers assessed as being Asian had 56,742 stops noted by the officer as "Moving Violation," and the Asian category had 79,921 total stops in 2019, hence the percentage of stops noted as "Moving Violation" for drivers classified as Asian was 100% x (56,742/79,921) = 71% (rounded).

> **Panel 3** shows the outcomes of traffic stops including written warning, verbal warning, and citation for each racial group. The number, percentage (in parentheses), and 95% confidence interval [in brackets] are shown for each outcome. The ratio and 95% confidence interval (in parentheses) comparing each minority group to White drivers are shown for citations, the most serious outcome recorded for the stop on the traffic data collection form.

> **Panel 4** shows vehicle searches and outcomes of vehicle searches during traffic stops, including consent searches, all searches, and whether contraband was found during any search for each racial group. The number, percentage (in parentheses), and 95% confidence

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interval [in brackets] are shown for each outcome. The label for each row shows the basis for calculation of the percentages. The contraband-found percentage is calculated based on all vehicle searches. The ratio and 95% confidence interval (in parentheses) comparing each minority group to White drivers are shown for contraband-found for all vehicle searches. (Note: searches following a dog sniff are not included in Panel 4. See Panel 6 for the statistics on stops with a dog sniff.)

Panel 5 shows driver and passenger searches and outcomes of these searches during traffic stops including consent searches, all searches and whether contraband was found during any search for each racial group. The number, percentage (in parentheses), and 95% confidence interval [in brackets] are shown for each outcome. The label for each row shows the basis for calculation of the percentages. The contraband found percentage is calculated based on all driver or passenger searches. The ratio and 95% confidence interval (in parentheses) comparing each minority group to White drivers are shown for contraband found for all driver or passenger searches. (Note: searches following a dog sniff are not included in Panel 5. See Panel 6 for the statistics on stops with a dog sniff.)

Panel 6 shows dog sniffs, searches, and outcomes of these searches during traffic stops, including dog alerts during a dog sniff, vehicle searches after a dog sniff and whether contraband was found after any vehicle search for each racial group. The number, percentage (in parentheses) and 95% confidence interval [in brackets] are shown for each outcome. The label for each row shows the basis for calculation of the percentages. The percentage of dog sniffs with a dog alert and the percentage of vehicle searches after a dog sniff are calculated based on all dog sniffs. The percentage for contraband found after a vehicle search is calculated based on all vehicle searches after a dog sniff, and the ratio and 95% confidence interval (in parentheses) are shown for contraband found for all vehicle searches after a dog sniff.

A ratio of 1.0 for Whites. For all rows showing comparisons of minority groups to Whites, a value of 1.0 is shown in the White racial group column, the reference group. In this column for Whites, the Whites are being compared to themselves, so the ratio of rates must be 1.0. The column is included to make it clear that the Whites are the reference group to which each minority is compared.

Zero stops or zero benchmark. For some agencies, the number of stops or the benchmark value or the number of outcomes may be zero for a racial group. When it is not possible to calculate a rate or percentage or ratio and an associated 95% confidence interval because of zero stops or zero benchmarks or zero outcomes, an "NA" is reported in the table. When reporting information such as searches following stops or contraband found, there are cases when all racial groups have entries of zero in the row. That is, there were no searches of any racial group or no contraband found for any racial group. In that case, the row is omitted. Similarly, when making comparisons to Whites, if all minorities have counts of zero or the Whites have a count of zero, the ratios comparing each minority to Whites cannot be computed and the row of ratios is omitted.

Table 1. Example of a table of traffic stops: counts, rates, percentages and ratios

Summary of Traffic Stops for 2019 - ILLINOIS STATEWIDE RESULTS						
	White	**Black or African American**	**Hispanic or Latino**	**Asian**	**American Indian or Alaska Native**	**Native Hawaiian or Other Pacific Islander**
Panel: 1 Summary of Traffic Stops, Rates, and Rate Ratios with 95% Confidence Intervals. Total stops: 2,483,904. Total benchmark population: 9,024,740.						
Stops	1,251,219	734,899	398,413	79,921	13,678	5,774
Benchmark	5,853,518	1,260,534	1,387,742	508,855	11,781	2,310
Stop Rate (95% Confidence Interval)	0.2138 (0.2134 - 0.2141)	0.583 (0.582 - 0.584)	0.287 (0.286 - 0.288)	0.157 (0.156 - 0.158)	1.16 (1.14 - 1.18)	2.5 (2.4 - 2.6)
Rate Ratio vs White (95% Confidence Interval)	1.0	*2.73 (2.72 - 2.74)*	*1.343 (1.338 - 1.348)*	0.735 (0.73 - 0.74)	*5.4 (5.3 - 5.5)*	*11.7 (11.4 - 12)*
Panel: 2 Summary of Reason for Stop - Number (Percentage of All Stops for the Racial Group with the Noted Reason for Stop) [95% Confidence Interval]						
Moving Violation	866,674 (69.3%) [69.1% - 69.4%]	382,500 (52%) [51.9% - 52.2%]	232,845 (58.4%) [58.2% - 58.7%]	56,742 (71%) [70 - 72%]	9,114 (67%) [65 - 68%]	4,031 (70%) [68% - 72%]
Licensing/Registration	128,269 (10.25%) [10.2% - 10.31%]	115,133 (15.7%) [15.6% - 15.8%]	43,311 (10.9%) [10.8% - 11%]	5,874 (7.3%) [7.2% - 7.5%]	1,409 (10%) [9.8% - 11%]	450 (7.8%) [7.1% - 8.5%]
Commercial Vehicle	6,626 (0.53%) [0.52% - 0.54%]	1,932 (0.26%) [0.25% - 0.27%]	3,463 (0.87%) [0.84% - 0.9%]	151 (0.19%) [0.16% - 0.22%]	19 (0.14%) [0.084% - 0.22%]	36 (0.62%) [0.44% - 0.86%]
Panel: 3 Summary of Outcome of Stop - Number (Percentage of All Stops for the Racial Group with the Noted Outcome of Stop) [95% Confidence Interval]						
Verbal Warning	306,422 (24.5%) [24.4% - 24.6%]	414,523 (56.4%) [56.2% - 56.6%]	174,887 (43.9%) [43.7% - 44.1%]	26,602 (33.3%) [32.9% - 33.7%]	4,222 (31%) [30 - 32%]	2,498 (43%) [42 - 45%]
Written Warning	475,017 (38%) [37.9% - 38.1%]	131,197 (17.85%) [17.76% - 17.95%]	89,014 (22.3%) [22.2% - 22.5%]	25,626 (32.1%) [31.7% - 32.5%]	3,795 (28%) [27 - 29%]	1,342 (23%) [22 - 25%]
Citation	469,780 (37.5%) [37.4% - 37.7%]	189,179 (25.7%) [25.6% - 25.9%]	134,512 (33.8%) [33.6% - 33.9%]	27,693 (34.7%) [34.2% - 35.1%]	5,661 (41%) [40 - 42%]	1,934 (33%) [32 - 35%]
Citation Ratio vs White (95% Confidence Interval)	1.0	0.686 (0.682 - 0.689)	0.899 (0.894 - 0.905)	0.92 (0.91 - 0.93)	*1.1 (1.07 - 1.13)*	0.89 (0.85 - 0.93)
Panel: 4 Summary of Vehicle Search Events - Number (Percentage for the Racial Group) [95% Confidence Interval]						
Consent Search (% of Stops)	11,649 (0.93%) [0.91% - 0.95%]	7,508 (1.02%) [0.999% - 1.05%]	3,657 (0.92%) [0.89% - 0.95%]	262 (0.33%) [0.29% - 0.37%]	165 (1.2%) [1% - 1.4%]	41 (0.71%) [0.51% - 0.96%]
All Searches (% of Stops)	54,909 (4.39%) [4.35% - 4.43%]	30,535 (4.15%) [4.11% - 4.2%]	14,031 (3.52%) [3.46% - 3.58%]	945 (1.2%) [1.1% - 1.3%]	580 (4.2%) [3.9% - 4.6%]	129 (2.2%) [1.9% - 2.7%]
Contraband Found (% of All Searches)	13,867 (25.3%) [24.8% - 25.7%]	10,044 (33%) [32% - 34%]	4,758 (34%) [33% - 35%]	270 (29%) [25% - 32%]	182 (31%) [27% - 36%]	39 (30%) [21% - 41%]
Contraband Found Ratio vs White (95% Confidence Interval)	1.0	*1.3 (1.27 - 1.34)*	*1.34 (1.3 - 1.39)*	1.1 (1 - 1.3)	*1.2 (1.1 - 1.4)*	1.2 (0.85 - 1.6)

	White	Black or African American	Hispanic or Latino	Asian	American Indian or Alaska Native	Native Hawaiian or Other Pacific Islander
Summary of Traffic Stops for 2019 - ILLINOIS STATEWIDE RESULTS						
Panel: 5 Summary of Driver or Passenger Search Events - Number (Percentage for the Racial Group) [95% Confidence Interval]						
Consent Search (% of Stops)	9,561 (0.76%) [0.75% - 0.78%]	6,660 (0.91%) [0.88% - 0.93%]	2,950 (0.74%) [0.71% - 0.77%]	202 (0.25%) [0.22% - 0.29%]	132 (0.97%) [0.81% - 1.1%]	32 (0.55%) [0.38% - 0.78%]
All Searches (% of Stops)	35,605 (2.85%) [2.82% - 2.88%]	26,876 (3.66%) [3.61% - 3.7%]	12,974 (3.26%) [3.2% - 3.31%]	780 (0.98%) [0.91% - 1%]	447 (3.3%) [3% - 3.6%]	105 (1.8%) [1.5% - 2.2%]
Contraband Found (% of All Searches)	4,585 (12.9%) [12.5% - 13.3%]	3,276 (12.2%) [11.8% - 12.6%]	1,207 (9.3%) [8.8% - 9.8%]	67 (8.6%) [6.7% - 11%]	42 (9.4%) [6.8% - 13%]	10 (9.5%) [4.6% - 18%]
Contraband Found Ratio vs White (95% Confidence Interval)	1.0	0.95 (0.9 - 0.99)	0.72 (0.68 - 0.77)	0.67 (0.52 - 0.85)	0.73 (0.53 - 0.99)	0.74 (0.35 - 1.4)
Panel: 6 Summary of Dog Sniff Events - Number (Percentage for the Racial Group) [95% Confidence Interval]						
Dog Sniff (% of Stops)	3,769 (0.3%) [0.29% - 0.31%]	1,881 (0.26%) [0.24% - 0.27%]	768 (0.19%) [0.18% - 0.21%]	82 (0.1%) [0.082% - 0.13%]	63 (0.46%) [0.35% - 0.59%]	12 (0.21%) [0.11% - 0.36%]
Dog Alert after Dog Sniff (% of Dog Sniffs)	3,087 (82%) [79% - 85%]	1,560 (83%) [79% - 87%]	564 (73%) [68% - 80%]	61 (74%) [57% - 96%]	46 (73%) [53% - 97%]	12 (100%) [52% - 100%]
Vehicle Search after Dog Sniff (% of Dog Sniffs)	2,989 (79%) [76% - 82%]	1,485 (79%) [75% - 83%]	540 (70%) [65% - 77%]	59 (72%) [55% - 93%]	38 (60%) [43% - 83%]	12 (100%) [52% - 100%]
Contraband Found (% of Vehicle Searches, preceding row)	1,907 (64%) [61% - 67%]	909 (61%) [57% - 65%]	283 (52%) [46% - 59%]	22 (37%) [23% - 56%]	22 (58%) [36% - 88%]	6 (50%) [18% - 100%]
Contraband Found Ratio vs White (95% Confidence Interval)	1.0	0.96 (0.89 - 1)	0.82 (0.72 - 0.93)	0.58 (0.37 - 0.89)	0.91 (0.57 - 1.4)	0.78 (0.29 - 1.7)

IV.   Interpretation of Traffic Tables

95% Confidence Interval. Table 1 presents a "95% confidence interval" for each rate, percentage or ratio. The 95% confidence interval reflects uncertainty in estimating the rate, percentage or ratio due to sampling variability. The 95% confidence interval provides a range of plausible values. The "95%" figure means that when various studies include such an interval, 95% of the studies, on the average, will include the *true* value in the interval. Because there is an element of chance involved in being stopped, being searched etc., the true value of a rate or percentage or ratio is not known. The 95% confidence interval uses widely accepted methods and expresses some of the uncertainty in the estimated rate, percentage or ratio. The uncertainty is often due to small numbers of stops or a small benchmark population in the geographic area used to calculate rates, percentages or ratios.

Ratios. A ratio of rates or percentages with a value of 1.0 (one) indicates that the rates or percentages are equal between the minority group and Whites. Ratios above or below 1.0 show greater or lesser stop activity with minorities, respectively. Comparisons of minority groups to White drivers or pedestrians where the 95% confidence interval lies above 1.0 (one) are **bolded** in the stops tables. One can say that the value of 1.0 does not fall within the 95% confidence interval of the estimated ratio. These **bolded** ratios are statistical deviations and may be the basis for further consideration of potential racial disparities related to stops. A bolded ratio does not prove that there is racial profiling but may be taken as the basis for further inquiry.

Limitations. There is a limitation in the use of ratios to determine potential racial disparities. The 95% confidence intervals for stop rates and stop rate ratios do not consider the error in estimating the driver and pedestrian benchmark populations. (The population of drivers or pedestrians who are considered the source of the persons stopped in a given jurisdiction are a population, and that population is referred to as the "benchmark" for the jurisdiction.)

The statistical issue with the benchmarks is that the drivers and pedestrians include people who reside in communities both inside and outside of the specific area of jurisdiction of an agency. For this study, the benchmark populations have been estimated based on the population located in cities and counties of Illinois. Those population counts are available from surveys carried out by the U.S. Census Bureau. The boundaries of the cities and counties may not closely fit the actual area of residence of drivers and pedestrians who might be encountered in a specific community.

Thus, the benchmarks have some error. If it were possible to estimate this error as it affects rates and rate ratios, the 95% confidence intervals would be wider and, thus, some confidence intervals might then include 1.0 (no racial disparity) and would not prompt bolding and the need for further inquiry. (The section labelled "**Benchmarks**", below, describes the methods used to estimate the population from which stopped individuals originated.)

Another limitation that may affect the rates, percentages and ratios is the designation of race by the law enforcement officer conducting the stop. That designation of race might not correspond to the driver's or pedestrian's own racial identity. In addition, the stop rate for a racial group will depend on a) the assignment of beats (geographic surveillance area) to officers in a jurisdiction and b) the degree of overlap of those beats to the residential area of each racial group. If there is higher (or lower) surveillance of an area with a high residential concentration of a racial group, then that can lead to a higher (or lower) stop rate for the racial group, compared to areas where surveillance is constant across all racial groups.

Statistics based on stops only. The percentages and ratios of percentages in the tables are based on stop counts and stop activity only. The percentages and ratios of percentages do not depend on the estimated benchmark population, and they do not have the potential benchmark error noted above.

It is important to note that the percentages are calculated with reference to a specific activity. For example, in the traffic tables, the percentage of searches for a racial group is a percentage of *stops* leading to a search. The percentage of contraband found in a vehicle is the percentage of *vehicle searches* leading to contraband found. For percentages, each row label (or the heading for the panel) indicates the basis for the percentage.

Can stop rates be compared across years? The methodology used for calculating stop rates in this study differs from previous years. While the new methodology provides more accurate stop rates, the changes make it difficult to compare results from the 2019 analysis to the analyses in earlier years. As explained in other sections of this report, more recent population data have been used for benchmarks than in previous studies. We have also obtained information, courtesy of the office of the Illinois Secretary of State, on the number of licensed drivers in Illinois by age of driver. Those data have been used to better estimate the benchmark population of drivers.

These and other changes have improved the estimate of the benchmark populations and the accuracy of stop rates. Thus, any difference in rates between 2018 and 2019 reports may be at least partly due to a change in methods rather than to a real change in stop rates. The new methods are intended to estimate the benchmark population more accurately.

Certain percentages will be comparable across years, because the percentages are based on stops data only, and percentages are calculated in the same manner as in previous years. However, to compare a percentage based on 2019 stops data to a percentage reported in a previous year, some additional calculations will be needed. This report presents results for each racial group, whereas previous reports combined five races into one group: all minorities. To calculate a percentage for 2019 stops of all minorities, the user will need to add together (across the five minority racial groups) all of the numerators and, separately, all of the denominators and then divide the numerator sum by the denominator sum, then multiply by 100% to get the all-minority percentages. As noted earlier, this report presents results for each racial group separately, since the minority groups do have differing rates, percentages and ratios in some jurisdictions.

V.   Benchmarks

The number of stops for each racial group and each agency is compared to a "benchmark" in order to calculate the agency's stop rate for the racial group. A detailed technical discussion of benchmarks is provided in Appendix C, below. The benchmark provides an estimated population count of each of the six racial groups. Similar to past years, the benchmark for each agency is based on local population statistics of each racial group in associated cities or counties. However, there are several important changes in the methods for estimating benchmarks for 2019 stops compared to previous reports.

The primary data source is now the 2014-2018 5-year American Community Survey (ACS), which is an ongoing, annual survey conducted by the U.S. Census Bureau. In a series of stops reports from past years, the 2010 U.S. decennial census was used to estimate the benchmarks. This ACS survey provides more contemporary statistics to reflect recent demographic trends at the local level. In addition, data on the number of driver's licenses in Illinois for each single year of age are also incorporated in the methodology. The driver's license data are used to adjust the ACS population counts to better reflect the number of drivers. Another important difference is that the benchmark is calculated for each individual racial group rather than for all non-White groups combined. See Appendix C, Technical Notes on Benchmarks for a detailed description of how benchmarks were calculated.

VI.   Selected Findings

This section of the report shows some tables and figures that present results on the agencies and their stops from the entire State of Illinois for 2019.

Agency reporting status

Among the 1002 agencies that could submit stops data to IDOT almost 80% of the agencies had stops and provided complete stops data for 2019 to IDOT (Table 2, top numeric row). Only five agencies had no traffic stops (0.5%) and approximately 20% of agencies collected stops data for less than a year ("incomplete") or had stops but did not submit any stops data ("Non-compliant").

Table 2. Agency status on reporting. Illinois, all agencies, Traffic stops, 2019

Status of Agency	Number of agencies	Percent of agencies
Complete reporting for 2019[+]	796	79.4%
Zero stops*	5	0.5%
Incomplete**	82	8.2%
Non-compliant***	119	11.9%
All agencies combined	1002	100%

[+]Agencies with one or more stops.
*Agency compliant but no stops occurred
**Agency submitted some stops, but coverage for less than a full year
***Agency made stops, but stops data not submitted

Number of stops

The number of stops per agency was generally substantial. Hundreds of agencies (about 80%) had over a hundred stops during 2019 (Table 3).

Table 3. Number of Traffic stops in 2019 for agencies with at least one stop. Illinois, all agencies, Traffic stops, 2019

Number of stops	Number of agencies	Percent of agencies
1-10	33	4.1%
11-100	125	15.7%
101-1,000	300	37.7%
1,001-10,000	308	38.7%
10,001-100,000	28	3.5%
More than 100,000	2	0.3%
All agencies	796	100%

Notes: (1) Includes only agencies with complete stops reporting for 2019.
(2) Chicago Police: 598,332 traffic stops.

The number of reported stops per year has grown each year since 2015 (Figure 1). There was a 23% increase in the number of stops reported to IDOT from 2015 to 2019, though the increase in reported stops from 2018 to 2019 was relatively small.

Figure 1. Number of Traffic stops, 2015-2019. Illinois, Traffic stops, 2019.

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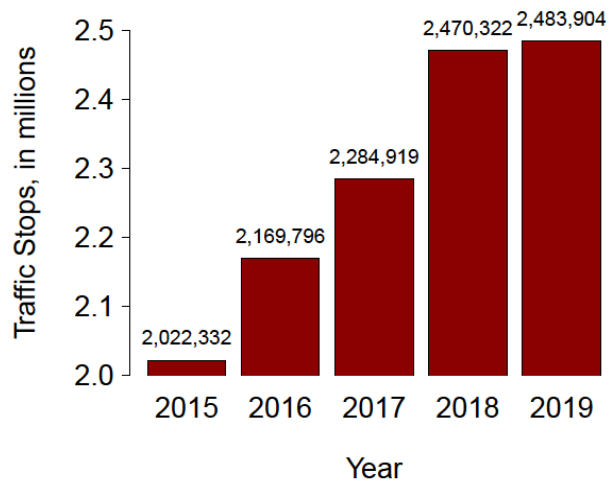
Stop rates

The statewide stop rates are diverse among the six racial groups (Figure 2). Of interest, the two smallest minority groups (American Indian or Alaska Native, Native Hawaiian or Other Pacific Islander) had the highest stop rates. This is, potentially, an anomaly due to a mismatch between the stop-identified race of individuals and the self-identified race reported in the U.S. census survey data used for benchmarks in this study.

Figure 2. Stop rates for each racial group. Illinois, Traffic stops, 2019

Abbreviations for racial groups: Black = "Black or African American", Hisp = "Hispanic or Latino", Am.Ind. = "American Indian or Alaska Native", Nat.Haw.= "Native Hawaiian or Other Pacific Islander".
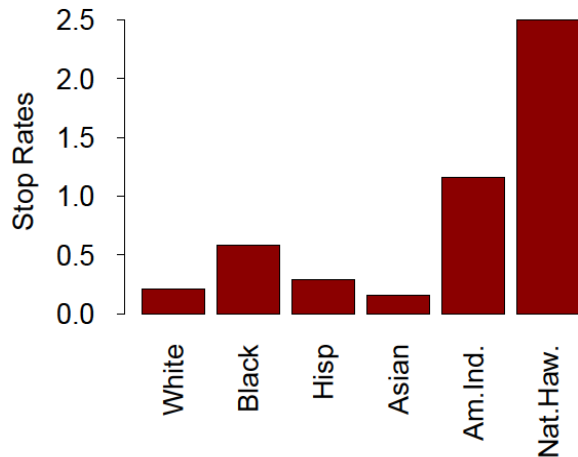
Distribution of stop rate ratios

Table 4 shows the numbers of comparisons of stops rates of a minority racial group and Whites carried out in the traffic stops study. Any comparison yields a rate ratio — the minority stop rate divided by the White stop rate. Each agency might contribute up to five such comparisons (five minority groups, each compared to Whites on their stop rates). There would be fewer than five comparisons when one or more of the racial groups had zero stops in an agency.

The first column under "A" in Table 4 shows the counts of all comparisons: each minority/White rate ratio from each agency has been compiled across all agencies. Table 4 then categorizes the rate ratios by their magnitude. The columns under "B" restricts the comparisons to those based on at least 50 White stops and 50 stops of the minority group compared. The 50 stops would provide a more precise rate ratio than a smaller number of stops.

First, the tabled numbers show that there is a drastic reduction — approximately 4-fold from panel A to panel B — in the total number of rate ratios, from 3,728 (all comparisons) down to 940 (more precise comparisons). Second, the greatest relative reduction is in the smallest and largest rate ratio categories: "<1.0" and "5.0 or larger," almost a 7-fold reduction in the "<1.0" category and a 3-fold reduction in the "5.0 or larger" category. The table shows that less precise rates and ratios are more commonly found in the extreme high or extreme low ratios. The 95% confidence intervals provided in the tables of Part II should be used as a guide to the precision of rates, percentages and rate ratios when interpreting the numeric results.

Table 4. Distribution of stop rate ratios
(Each non-White racial group compared to Whites for an agency). Illinois, Traffic stops, 2019.

Rate ratios	A. All agencies and racial groups*		B. Agencies and racial groups with at least 50 stops**	
	Number of agency/racial group combinations	Percent of agency/racial group combinations	Number of agency/racial group combinations	Percent of agency/racial group combinations
<1.0	1934	51.9%	288	30.6%
1.0 to <2.0	610	16.4%	279	29.7%
2.0 to <3.0	293	7.9%	131	13.9%
3.0 to <4.0	175	4.7%	67	7.1%
4.0 to <5.0	128	3.4%	40	4.3%
5.0 or larger	588	15.8%	135	14.4%
All ratios	3728	100%	940	100%

A. *All comparisons of Whites and a racial group for all agencies. Excludes rate ratios where either Whites or the compared racial group have zero stops.

B. **All comparisons of Whites and a racial group for all agencies; all comparisons must have at least 50 stops of Whites and 50 stops of the compared racial group. Excludes rate ratios where either Whites or the compared racial group have less than 50 stops.

Reason for stop

For each of the reasons for a stop noted in Figure 3, the racial groups have diverse percentages of stops for the noted reason. And, each racial group has a unique profile of percentages across the three different reasons plotted.

Figure 3. Percentage citation stops, by race. Illinois, Traffic stops, 2019.
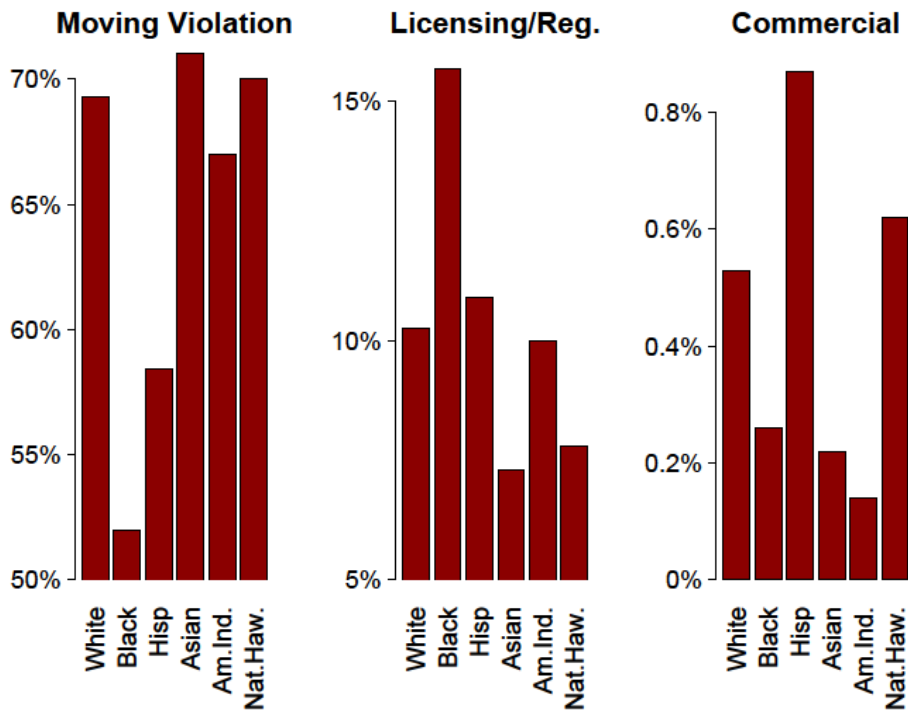
Abbreviations for racial groups: Black = "Black or African American", Hisp = "Hispanic or Latino", Am.Ind. = "American Indian or Alaska Native", Nat.Haw.= "Native Hawaiian or Other Pacific Islander".

Outcome of Stop: Citation

Similar to the comments on Figure 3, the six racial groups have diverse percentages receiving a citation as the outcome of the stop (Figure 4).

Figure 4. Percentage cited by race. Illinois, Traffic stops, 2019.

Abbreviations for racial groups: Black = "Black or African American", Hisp = "Hispanic or Latino", Am.Ind. = "American Indian or Alaska Native", Nat.Haw.= "Native Hawaiian or Other Pacific Islander".

Searches

Figure 5 shows that the vehicle search rate is moderately low for all of the racial groups (approximately 1% to 4%, left panel), but, given a vehicle search, the yield of contraband is not low (25%-34%, middle panel). The net yield of contraband per stop is low (approximately 0.3% to 1.4%, right panel). As noted for other Figures, there is diversity among the races' percentages in all three of the panels.

Figure 5. Percentage of stops with vehicle searches; percentages of vehicle searches with Contraband Found; percentages of stops with Contraband Found, by racial group.
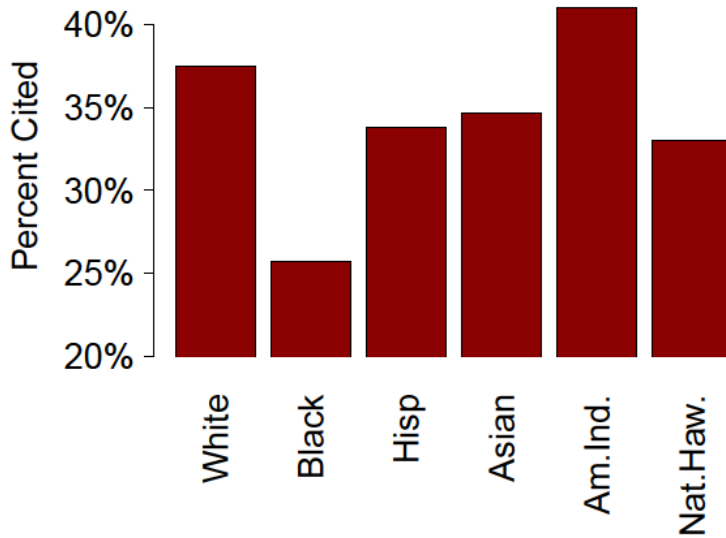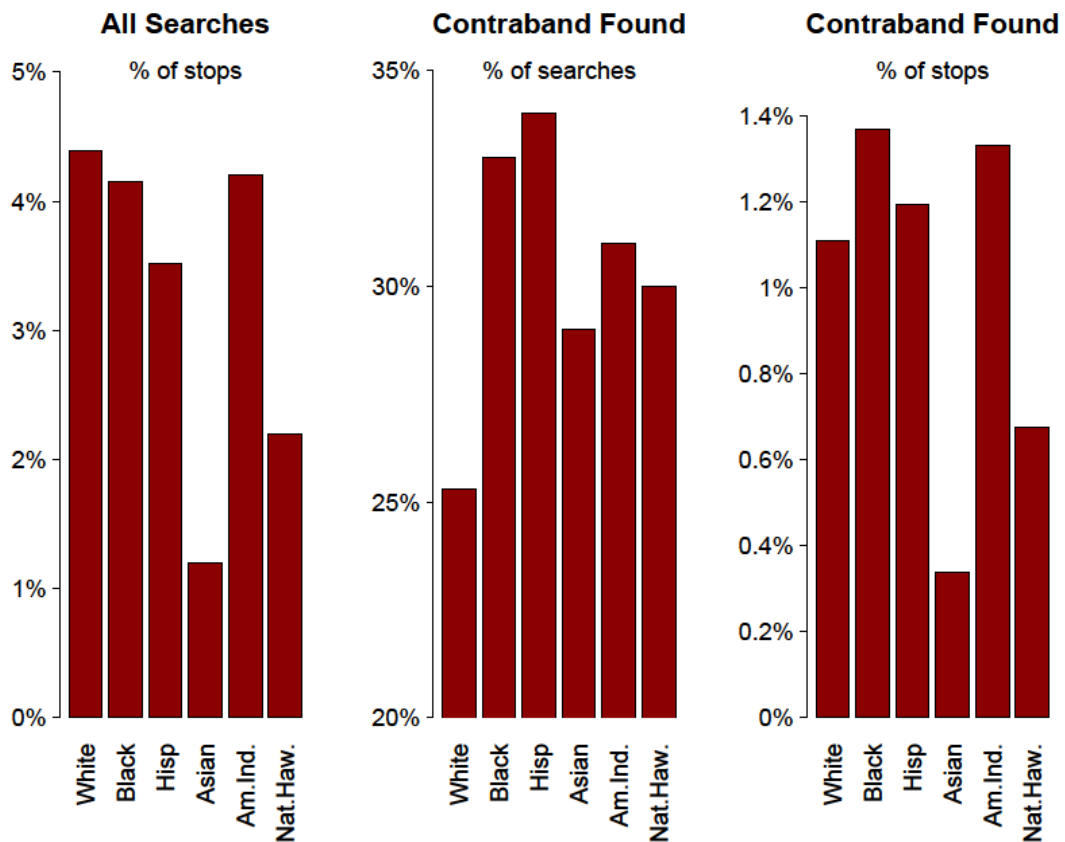Illinois, Traffic stops, 2019.

Abbreviations for racial groups: Black = "Black or African American", Hisp = "Hispanic or Latino", Am.Ind. = "American Indian or Alaska Native", Nat.Haw.= "Native Hawaiian or Other Pacific Islander".

Dog Sniffs

While there were thousands of dog sniffs performed statewide (6,575 in 2019), it was still relatively rare. Only one in 378 stops in 2019 had a dog sniff. Not all agencies conduct dog sniffs, because the trained dogs are not available in each agency. While the frequency of dog sniffs is low statewide (0.1%-0.5% of stops), the finding of contraband when a search follows a dog sniff is substantial (37%-64% of vehicle searches).

Table 5. Number and percentage of stops with a dog sniff; number and percentage of dog sniffs with contraband found. Illinois, Traffic stops, 2019.

Racial Group	Stops with Dog Sniff		Contraband Found	
	Number	Percentage of stops	Number	Percentage of vehicle searches*
White	3,769	0.3%	1,907	64%
Black or African American	1,881	0.26%	909	61%
Hispanic or Latino	768	0.19%	283	52%
Asian	82	0.1%	22	37%
American Indian or Alaska Native	63	0.46%	22	58%
Native Hawaiian or Other Pacific Islander	12	0.21%	6	50%
All groups combined	6575	0.26%	3,149	61.5%

*The vehicle search occurred after a dog sniff.

VII.   Some General Comments

A considerable number of agencies have a relatively small number of stops of one or more of the racial groups. The limited stop counts yield a wide 95% confidence interval, which means high uncertainty in the corresponding rate, percentage or ratio. The uncertainty from potential benchmark issues (discussed earlier) or race classification issues (also discussed earlier) add to the uncertainty implied by the confidence intervals. Any investigation of racial profiling that is initiated based on this report should consider all of the sources of uncertainty.

In Part II of this report (agency tables) each agency has ratios of rates or ratios of percentages. Some of them are bolded as a "statistical deviation." The bolded ratios and their meaning and interpretation are topics covered elsewhere in this report.

If a ratio is not bolded, it usually does not <u>prove</u> that there is no racial profiling in the agency. It is worth looking at the upper and lower bound of the 95% confidence interval to see what the uncertainty is. That interval quantifies the uncertainty and shows the largest ratio and the smallest ratio that are reasonably plausible, given the data.

For example, consider a ratio of *1.0* for a specific minority percentage of stops with a search, compared to the corresponding White percentage of stops with a search — in a particular agency. The ratio of 1.0 indicates that the percentage of stops with a search was the same for both the Whites and for the specific minority group. However, the counts of searches are very small in this example, and the 95% confidence interval for the ratio is *0.025* up to *5.8*. (This is very similar to an actual agency result.) That is, it is plausible that the true search percentage of the minority group is anywhere from one-fortieth of the White percentage up to almost six times the White percentage.

Clearly, in a case like the one described above, we do not know enough about the ratio to draw any conclusion except that we are uncertain. Thus, a confidence interval for a ratio that includes 1.0 and is very wide (encompassing values well above the calculated ratio and also well below the ratio) usually means that presence or absence of potential racial profiling cannot be determined from the data in hand.

Appendix A. Traffic Stop Data Collection Form in use during 2019

Illinois Department of Transportation　　　**Traffic Stop Data Sheet**

Agency Code

---- ****Section A - Traffic Stop Information**** ----

Date of Stop (MM/DD/YYYY)　　　**Time of Stop (Military Time)**　　　**Duration of Stop (Minutes)**

Officer Name　　　**Officer Badge Number**

Name of Driver

Address　　　**City**　　　**State** AL　　**Zip Code**

Vehicle Make　　　**Vehicle Year**　　　**Driver's Year of Birth (ex: 1957)**

Driver Sex
1 ☐ Male　　2 ☐ Female

Driver Race
1 ☐ White　　2 ☐ Black or African American　　3 ☐ American Indian or Alaska Native　　4 ☐ Hispanic or Latino　　5 ☐ Asian
6 ☐ Native Hawaiian or Other Pacific Islander

Reason for Stop
1 ☐ Moving Violation　　2 ☐ Equipment　　3 ☐ License Plate / Registration　　4 ☐ Commercial Vehicle

If Moving, Type of Violation
1 ☐ Speed　　2 ☐ Lane Violation　　3 ☐ Seat Belt　　4 ☐ Traffic Sign or Signal　　5 ☐ Follow too Close　　6 ☐ Other

Result of Stop
1 ☐ Citation　　2 ☐ Written Warning　　3 ☐ Verbal Warning / Stop Card

Beat of Location Stop

---- ****Section B - Searches**** ----

Vehicle	Consent Search Requested?	Consent Given?	Search Conducted?	Search Conducted By?
	1 ☐ Yes　2 ☐ No	1 ☐ Yes　2 ☐ No	1 ☐ Yes　2 ☐ No	1 ☐ Consent　2 ☐ Other

If yes, what was found:　1 ☐ Drugs　2 ☐ Drug Paraphernalia　3 ☐ Alcohol　4 ☐ Weapon　5 ☐ Stolen Property　6 ☐ Other

If a search of the Vehicle was conducted, was contraband found?　1 ☐ Yes　2 ☐ No

If the contraband found was drugs, what was the amount?　1 ☐ < 2 grams　2 ☐ 2-10 grams　3 ☐ 11-50 grams　4 ☐ 51-100 grams　5 ☐ > 100 grams

Driver	Consent Search Requested?	Consent Given?	Search Conducted?	Search Conducted By?
	1 ☐ Yes　2 ☐ No	1 ☐ Yes　2 ☐ No	1 ☐ Yes　2 ☐ No	1 ☐ Consent　2 ☐ Other

Passenger(s)	Consent Search Requested?	Consent Given?	Search Conducted?	Search Conducted By?
	1 ☐ Yes　2 ☐ No	1 ☐ Yes　2 ☐ No	1 ☐ Yes　2 ☐ No	1 ☐ Consent　2 ☐ Other

If a search of the Driver or Passenger(s) was conducted, was contraband found?　1 ☐ Yes　2 ☐ No

If yes, what was found:　1 ☐ Drugs　2 ☐ Drug Paraphernalia　3 ☐ Alcohol　4 ☐ Weapon　5 ☐ Stolen Property　6 ☐ Other

If the contraband found was drugs, what was the amount?　1 ☐ < 2 grams　2 ☐ 2-10 grams　3 ☐ 11-50 grams　4 ☐ 51-100 grams　5 ☐ > 100 grams

---- ****Section C - Police Dog Sniff Searches**** ----

Did a police dog perform a sniff of the vehicle?　1 ☐ Yes　2 ☐ No

If a police dog performed a sniff of the vehicle, did the dog alert to the presence of contraband?　1 ☐ Yes　2 ☐ No

If an alert occurred, was the vehicle searched?　1 ☐ Yes　2 ☐ No

If the vehicle was searched, was contraband found?　1 ☐ Yes　2 ☐ No

If yes, what was found:　1 ☐ Drugs　2 ☐ Drug Paraphernalia　3 ☐ Alcohol　4 ☐ Weapon　5 ☐ Stolen Property　6 ☐ Other

If the contraband found was drugs, what was the amount?　1 ☐ < 2 grams　2 ☐ 2-10 grams　3 ☐ 11-50 grams　4 ☐ 51-100 grams　5 ☐ > 100 grams

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Appendix B. Technical Notes on Rates, Percentages and Ratios

B.1. Overview

This technical appendix includes a detailed explanation of the rate, post-stop outcomes, and ratio calculations used in constructing the statewide and agency tables that appear in Part II of this report. We explain how comparisons of each minority group to White drivers or pedestrians are carried out. We also explain how the confidence interval is calculated based on known sources of uncertainty in the data.[1] Further, this section describes how an agency may be designated (by a bold font in the tables) as potentially standing out beyond an assumption of no racial profiling. An agency that is designated as standing out might use this report as a basis for further inquiry. As stated elsewhere and repeated here, there is nothing in this report that proves an agency is practicing racial profiling. We provide some limitations for interpreting the findings based on the available data and methods.

B.2. Stop rates, post-stop outcomes, and ratio calculations

We performed all calculations for the entire state of Illinois and for each agency.

B.2.1 Stop rates and rate ratios

We calculated stop rates separately for each racial group by dividing the number of stops in the racial group by the benchmark estimate of the driving population in the racial group. A description of the methods used to estimate the benchmark populations is included in Appendix C.

We assumed the number of stops followed a Poisson distribution, used in previous examination of racial disparities in traffic stops (Gelman et al. 2007, Ridgeway 2007) and calculated 95% confidence intervals for the rates using exact methods (Garwood 1936). When the benchmark estimate of the population was zero, no rate or confidence interval could be calculated. A benchmark population of zero for a specific minority group happens when the census population estimate for the minority is zero.

We compared each minority group to White drivers or pedestrians using the ratio of the minority group stop rate to the White group stop rate. We calculated a 95% confidence interval for each rate ratio by conditioning on the sum of the numbers of stops in the two racial groups being compared. Assuming the number of stops in each group followed a Poisson distribution, conditioning on the sum of the number of stops creates a binomial variable and an exact confidence was calculated using binomial methods (Lehmann and Romano 2005). If it was impossible to calculate a rate because of a zero benchmark, or if the

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[1] The estimated benchmark population is an example of a component of the methodology that has uncertainty that could not be quantified for this study.

number of stops in the White group was zero, no rate ratio or confidence interval was reported.

A rate ratio of 1.0 indicates the minority group and White drivers or pedestrians had equal rates of stops. If the 95% confidence interval lies entirely above 1.0, the rate ratio is statistically significantly greater than 1.0 and may require agency inquiry. These statistically significant rate ratios are bolded in the summary tables. These bolded ratios are statistical deviations and the basis for further consideration of potential racial disparities. Comparisons of minority groups to White drivers or pedestrians where the 95% confidence lies below 1.0 (one) are not bolded because the intent of this study is to identify potential racial profiling that discriminates against minority drivers or pedestrians.

For all calculations, we assumed the benchmark accurately captured the population of drivers or pedestrians. The benchmark used to calculate each rate is itself an estimate of the population of drivers or pedestrians for a racial group. Confidence intervals of rates and rate ratios assumed only sampling error and thus do not account for this additional source of error in benchmark estimates. Accounting for benchmark error would increase the width of the confidence intervals reported for rates and rate ratios and would likely reduce the number of agencies that appear to stand out as needing further inquiry.

B. 2.2   Post-stop outcomes

We calculated post-stop outcome percentages separately for each racial group. Table B1 shows the type of numerator and denominator used to calculate each percentage shown in the traffic tables.

Table B1. Numerators and denominators for traffic stop outcomes

Category	Outcome	Numerator	Denominator
Reasons for Stop			
	Moving Violation	Number of moving violation stops	Number of stops
	Licensing/Registration	Number of licensing/registration stops	Number of stops
	Commercial Vehicle	Number of commercial vehicle stops	Number of stops
Outcomes of Stop			
	Written Warning	Number of written warnings	Number of stops
	Verbal Warning	Number of verbal warnings	Number of stops
	Citation	Number of citations	Number of stops
Vehicle Searches			
	Consent Search	Number of consent searches	Number of stops
	All Searches	Number of searches	Number of stops
	Contraband Found	Number of searches where contraband was found	Number of searches
Driver or Passenger Searches			
	Consent Search	Number of stops with a consent search*	Number of stops
	All Searches	Number of stops with a driver or passenger search*	Number of stops
	Contraband Found	Number of stops with a driver or passenger search where contraband was found*	Number of stops with a driver or passenger search*
Dog Sniff Searches			
	Dog Sniff	Number of dog sniffs	Number of stops
	Dog Alert after Dog Sniff	Number of dog alerts	Number of dog sniffs
	Vehicle Search after Dog Sniff	Number of vehicle searches after a dog sniff	Number of dog sniffs
	Contraband Found after Vehicle Search	Number of vehicle searches after a dog sniff, where contraband was found	Number of vehicle searches following a dog sniff

* Although a stop may result in the search of more than one individual (e.g., both the driver and a passenger are searched), multiple individuals searched (from one vehicle) are counted here as one stop with a driver or passenger search.

We assumed that percentages follow a binomial distribution and can be approximated by a Poisson distribution (Serfling 1978), and we calculated confidence intervals for the rates using exact methods (Garwood 1936). When the denominator of the percentage was zero (for example, an agency had a benchmark of zero for a specific racial group), no percentage or confidence interval could be calculated.

For selected outcomes we compared each minority group to White drivers, using the ratio of the minority group percentage to the White group percentage. We calculated a 95% confidence interval for each ratio using exact methods (Lehmann and Romano 2005). If it was impossible to calculate a percentage because of a zero denominator, or if the numerator of the White group percentage was zero, no ratio or confidence interval was reported.

B.3   Durations

We calculated the median durations of stops separately for each racial group. The median represents the value such that about half of stops have a shorter duration than the median and half of stops have a longer duration than the median.

B.4   Limitations

For all calculations, we assumed that the driver or pedestrian was assigned to the correct racial group. However, an officer's assessment of the race of a driver may be in error. Because police officers made the racial group assignment, there is a potential misclassification bias of drivers or pedestrians. If misclassification resulted in a minority driver or pedestrian frequently being categorized in a different minority group, the stop rates of some minority groups may be underestimated, while others are overestimated. Consequently, the rate ratios of some minority groups may be underestimated, while others are overestimated. This is a limitation that would be difficult to correct based on the available information.

Some of the alerts to rate ratios (**bolded font** in the tables) may be "false positives." This can happen as follows. Within the statewide or individual agency tables for traffic and pedestrian stops, we calculated five minority group comparisons with the White group. There were five of these comparisons for each ratio analysis. For example, there are five ratios comparing the stop rate for each of the five minorities to the stop rate for Whites[2]. Thus, we constructed five 95% confidence intervals — one each for the five stop-rate ratios. That is, each agency was checked for profiling in each of five minority groups. For each minority comparison with White drivers or pedestrians there was the potential to make a type I error. That is, we may have, by chance, incorrectly indicated the potential need for inquiry for profiling. While we set a 5% type I error rate for each minority comparison, the multiple comparisons inflate the possibility of making such an error overall to more than 5%. We chose not to correct for these multiple comparisons, viewing each minority comparison to Whites as an independent examination of profiling.

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[2] There may be fewer than five ratios depending on the occurrence of zero stops for Whites or zero benchmark for a minority. These are cases where a ratio cannot be calculated.

References (for Appendix B)

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Serfling, RJ (1978). Some elementary results on Poisson approximation in a sequence of Bernoulli trials. SIAM Review, Vol. 20, No. 3, 567-579.

Appendix C. Technical Notes on Benchmarks

C.1. Overview

In the analysis to detect racial profiling, the number of stops by each agency of each racial group is compared to a "benchmark" population of the racial group. The rate of stops per benchmark population for the racial group can be compared to the same rate for Whites. The benchmark provides an expected racial distribution of the population and would be an expected percentage racial distribution of the stops if the stops were conducted in a uniform way, blind to the race of the driver. That is, the stop rates would be approximately constant across all racial groups if there were no profiling.

Similar to past years, the benchmark for each agency is based on local population statistics of each racial group in associated cities or counties. However, there are a number of important changes compared to previous reports, as described in the sections below and summarized in Section C.7. While this methodology has some limitations (described further in Section C.8.), it provides a transparent, standardized approach to developing benchmarks for the nearly 1,000 police agencies in Illinois.

C.2. Data Sources

Multiple data sources were combined to calculate benchmarks, including multiple datasets provided by the American Community Survey (ACS) and a dataset from the Office of the Illinois Secretary of State.

C.2.1. American Community Survey (ACS)

The ACS is an ongoing survey conducted by the U.S. Census Bureau that collects information on the U.S. population in all 50 states, the District of Columbia and Puerto Rico[3]. The information collected is similar to that collected by the U.S. decennial census, but the ACS results are released on an annual basis rather than every 10 years. Another difference between the ACS and census is that the ACS is based on a random sample of about 3.5 million individuals while the census attempts to reach every person living in the U.S. and its territories.

Besides the 1-year (1Y) ACS releases, there are also 5-year (5Y) releases. These 5Y releases combine 5 consecutive years, primarily to increase the sample size of relatively small areas or groups of individuals. It would be challenging to estimate the population of small communities reliably with only one survey-year of data. In addition to standard tabulations, the ACS also provides individual level data, referred to as the public use microdata sample (PUMS). The PUMS data allows more detailed and complex analyses involving multiple

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[3] https://www.census.gov/programs-surveys/acs. Last accessed 3/1/20.

variables. Due to privacy concerns, there are restrictions on the level of geographic identification provided with each type of release of ACS data.

For this report, five years of ACS releases were used, all corresponding to 2018 as the most recent year of data available. The first was the 2018 1Y PUMS[4], which was used to estimate the age distribution of the entire population of Illinois in 2018. The second release used was the 2014-2018 5Y PUMS[5], which was used to estimate the state-level age distribution for each racial group. The 5Y release was used instead of the 1Y release to achieve a larger sample size for those racial groups which had fewer individuals in Illinois. The third release used was the 2014-2018 5Y detailed table of race and ethnicity for each Illinois county[6]. This table provided an estimate population count of each ACS racial group and ethnicity combination, separately for each Illinois county. The PUMS dataset could not be used for this purpose because — due to privacy concerns — geographic localization in the PUMS is limited to public use microdata areas (PUMAs) which have a minimum of 100,000 individuals, greater than most counties in Illinois. The fourth release used was the 2014-2018 5Y detailed table of race and ethnicity by Illinois place (city, town or village, referred to simply as city hereafter)[7]. Lastly, the 2014-2018 5Y detailed table of race and ethnicity for the whole state of Illinois[8] was used for some statewide jurisdictions.

As a final note comparing the U.S. 2010 census to the ACS as a source of population data, the U.S. census has the advantage of virtually complete coverage of Illinois, while the ACS has the advantage of recency. Because the U.S. population is quite mobile, recency was an important factor. Relative to 2019 the 2010 census was nine years old, while the ACS 2014-2018 dataset was an average of three years old.

C.2.2. Data from the Illinois Secretary of State

On behalf of this study the Bureau of Data Collection, Office of Planning & Programming, Illinois Department of Transportation (IDOT) requested and received a report from the Office of the Illinois Secretary of State, a report with counts of licensed drivers in Illinois for each single year of age. The report was run on January 2, 2020. This was combined with ACS estimates of the population count of each age in Illinois (2018 1Y PUMS) to determine

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[4] https://www2.census.gov/programs-surveys/acs/data/pums/2018/1-Year/csv_pil.zip. Last accessed 1/12/20.

[5] https://www2.census.gov/programs-surveys/acs/data/pums/2018/5-Year/csv_pil.zip. Last accessed 2/23/20.

[6] https://data.census.gov/cedsci/table?q=&table=B03002&tid=ACSDT5Y2018.B03002&lastDisplayedRow=20&vintage=2018&hidePreview=true&g=0400000US17.050000. Last accessed 1/1/20.

[7] https://data.census.gov/cedsci/table?q=&table=B03002&tid=ACSDT5Y2018.B03002&lastDisplayedRow=20&vintage=2018&hidePreview=true&g=0400000US17.160000. Last accessed 1/1/20.

[8] https://data.census.gov/cedsci/table?table=B03002&tid=ACSDT5Y2018.B03002&lastDisplayedRow=20&vintage=2018&hidePreview=true&g=0400000US17. Last accessed 1/29/20.

the proportion of individuals who are potential drivers based on having a driver's license as a function of age. This is described in more detail in Section C.4.

C.3. Racial Categories

The ACS collects self-identified race and ethnicity information based on the U.S. Census Bureau's definitions. The primary racial categories provided by the census are White alone, Black or African American alone, American Indian and Alaska Native alone, Asian alone, Native Hawaiian and Other Pacific Islander alone, some other race alone, and two or more races. The primary ethnicity categories provided by the census are "Hispanic or Latino" and "Not Hispanic or Latino." Race and ethnicity are collected using two separate questions and the respondent can select any racial group along with any ethnicity.

From Illinois Public Act 101-0024, the law enabling this study, the following racial categories are collected based on the police officer's subjective determination of the race of the person being stopped. These include American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, Native Hawaiian or Other Pacific Islander, or White. Only a single race may be selected.

Besides the difference between the ACS's self-identified race and the Illinois law's officer-identified race, there are other differences between the ACS and Illinois law's categories. The primary differences are 1) in the ACS, Hispanic or Latino is an ethnicity instead of the Illinois law's designation of Hispanic or Latino as a race; 2) the ACS allows for multiple races to be selected while the Illinois law does not; and 3) the ACS allows the "some other race" option while the Illinois law does not.

To make the different racial categories compatible between the ACS data used for benchmarks and the stops data using the Illinois racial categories, we took the same approach employed in previous ITSS reports[9]. This involved two major adjustments. The first adjustment was to use Hispanic or Latino as the assigned race for benchmarking if the ACS ethnicity was listed as Hispanic or Latino. The second adjustment was that those individuals listing some other race alone or multiple races in the ACS data were excluded from the process of defining a benchmark population. In the 2014-2018 5Y ACS sample, this impact involved less than 2% of individuals.

C.4. Adjusting for Age and Driver's Licenses

Population counts by race from the ACS were adjusted to reflect the number of potential legal drivers by considering three datasets: (a) the number of driver's licenses by single years of age — a file provided by the Illinois Secretary of State's office through IDOT, (b) the number of individuals in Illinois based on the 2018 1Y ACS PUMS, and (c) the age distribution by race

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[9] Illinois Traffic Stop Statistics Act Report for the Year 2004. July 1, 2005. Available at http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Traffic-Stop-Studies/2004/2004%20Illinois%20Traffic%20Stop%20Summary.pdf . Last accessed 3/1/20.

across Illinois based on the 2014-2018 5Y ACS PUMS. The adjustments were based on the following formulas for the probability of being a driver (having a driver's license) based on race (R) and age:

$$Pr(Driver|R) = \sum_{Age} Pr(Driver|Race, Age)Pr(Age|Race)$$

$$\cong \sum_{Age} Pr(Driver|Age)Pr(Age|Race).$$

The first equality is exact based on standard laws of probability. The probability of being a driver by race and age was then approximated by the probability of being a driver by age, or symbolically, $Pr(Driver|Race, Age) \cong Pr(Driver|Age)$. We made this approximation because data available from IDOT allowed us to estimate the probability of being a driver by age but not by race.

$Pr(Driver|Age)$ was estimated in two steps. First, for each age, the number of licenses from the IDOT database was divided by the number of individuals of that age living in Illinois, based on the 2018 1Y ACS PUMS. Ages > 90 were grouped due to sparsity of data in that age range. Second, to reduce variability in the estimates, ages 17 and over were smoothed using a cubic smoothing spline (**Figure C.1**). Ages < 17 were not smoothed due to the rapid changes from <15 to 15 to 16 that would be overly smoothed by a spline. The curve shown in **Figure C.1** with smoothing applied was used to represent $Pr(Driver|Age)$ in the benchmark calculations. The smoothed curve is reasonably representative of the proportion of population with a driver's license, one dot for each year of age.
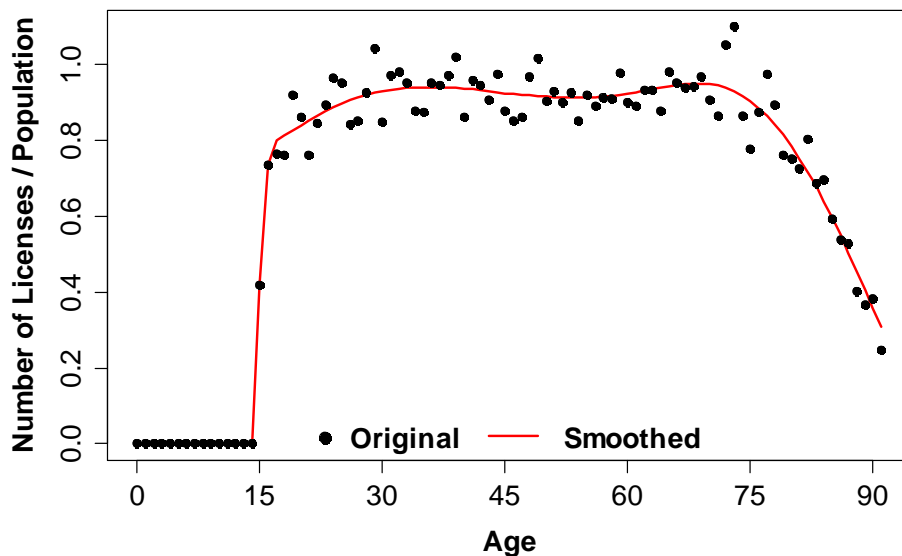
Figure C.1. Smoothed estimates of the proportion of driver's licenses out of the Illinois state population for each single year of age. The black points represent the original raw estimates before smoothing (red curve) to reduce variability.

The second quantity needed was $Pr(Age|Race)$. This was estimated by smoothing the estimated age distributions in Illinois for each racial group separately. These estimates are shown in **Figure C.2.** The estimates are shown for age 10 and up, but only the smoothed curve values for ages 15 and over are used in the analysis. The ages under 15 are represented in the plot because the smoothing method works on a span of data surrounding the age for which a smoothed value is needed, similar to the methodology used in a moving average. The estimates from **Figure C.1** and **Figure C.2** were combined using the formula above to estimate $Pr(Driver|Race)$ for each race, summarized in **Table C.1**.

Table C.1. Estimated probability of being a driver by race across all ages based on IDOT and ACS data.

Race	Drivers*
White	0.74
Black or African American	0.70
Hispanic or Latino	0.64
Asian	0.74
American Indian and Alaska Native	0.78
Native Hawaiian or Other Pacific Islander	0.75

*Proportion of state population with a driver's license. This estimate is strongly influenced by the proportion of the population <15, an age group that is not eligible for a license.
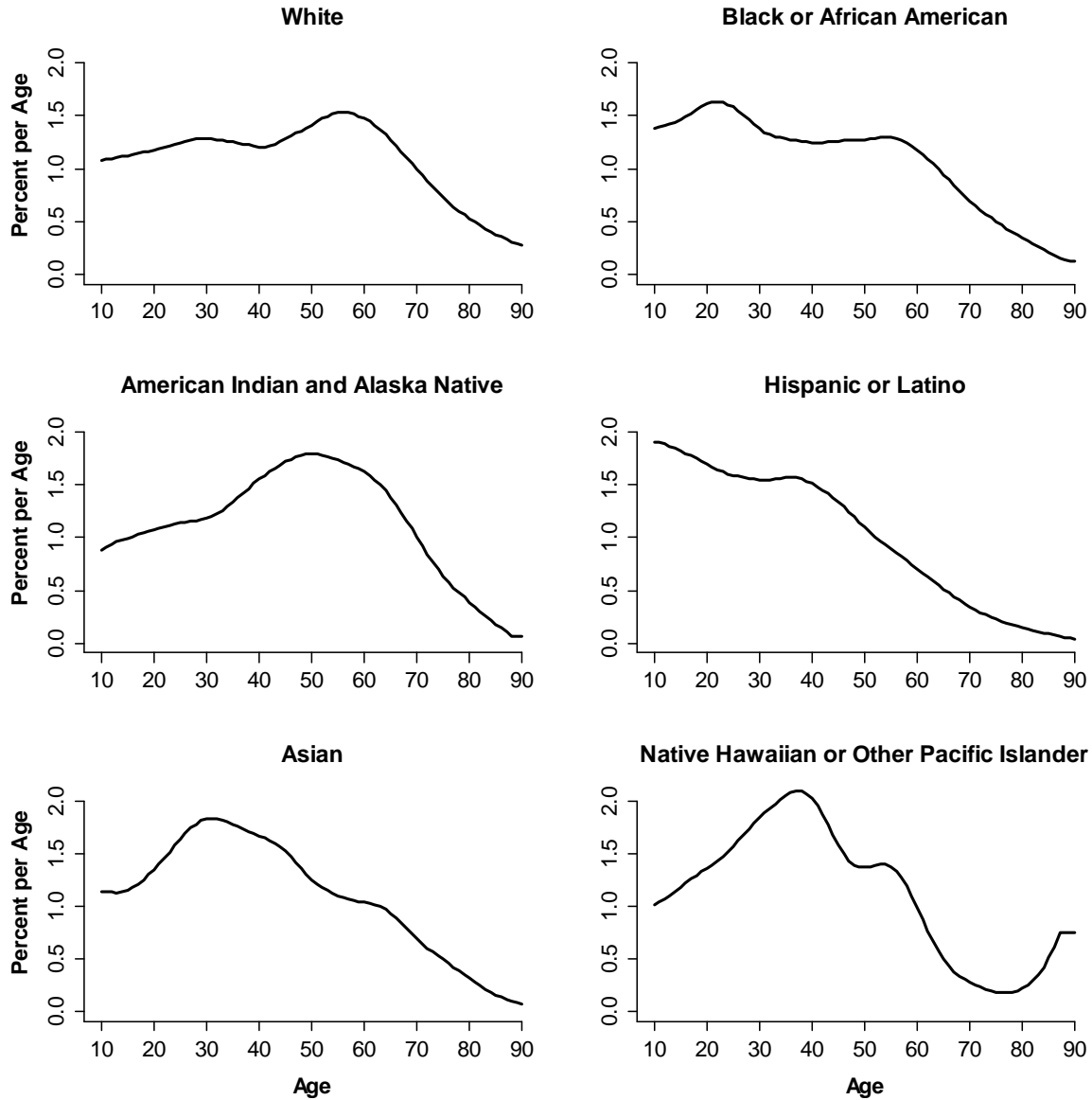
Figure C.2. Smoothed estimates of the percent of the population of Illinois at each age for each racial group.

C.5. Estimating Regional Population Sizes

The starting point for estimate regional population sizes were the 2014-2018 5Y ACS race and ethnicity tables for the cities, counties and state of Illinois, as described in **Section C.2**. The 5Y ACS estimates were used because this release provides data for all areas, even with small populations, while the 1Y releases provide data only for areas with populations of 65,000 or more (20,000 or more in the supplemental estimates). More than 90% of the cities in Illinois and 44% of the counties have total populations less than 20,000. Thus, using the combination of 5

years of ACS sampling was important in order to use a consistent data source for all agencies. Furthermore, the population sizes of individual racial groups were small in many areas, necessitating combining years to get better estimates of the true population size.

As described in **Section C.4**, these population sizes for the cities, counties and state of Illinois were adjusted for age and the number of driver's licenses by multiplying by a factor derived for each racial group, $Pr(Driver|Race)$. (See the equation in Section C.4.) The adjusted counts formed the building blocks for the agency benchmark calculations, described in the next section.

C.6. Calculating Agency Benchmarks

The regional population sizes calculated and adjusted in Section C.5 were used and potentially combined to derive a benchmark for each agency. There was a standard approach used for most agencies with a number of adjustments made for certain cases. Each situation is covered below.

C.6.1. Standard Approach

The standard approach, similar to past years of the ITSS, was to use the county as representing an approximate driving radius[10]. Based on this, the county population and its racial distribution serve the as the "default" benchmark population for comparing the racial distribution of traffic stops. As described later, this approach has a number of limitations, though the approach also has some practical advantages.

C.6.2. Agencies Covering Multiple Cities or Counties

When an agency covered multiple cities or counties or was situated near the county border, the populations of these areas were combined. The law enforcement officers may have frequent contact with residents from each of the nearby areas.

C.6.3. Cook County

Similar to past years of the ITSS[11], we subdivided Cook County into regions due to its substantial population and spatially heterogeneous racial distribution. The subdivisions corresponded to the six districts of the Circuit Court of Cook County[12]. These districts correspond to the City of Chicago (First Municipal District) and the northern (Second

[10] Illinois Traffic Stop Statistics Act Report for the Year 2004. July 1, 2005. Available at http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Traffic-Stop-Studies/2004/2004%20Illinois%20Traffic%20Stop%20Summary.pdf . Last accessed 3/1/20.

[11] Illinois Traffic Stop Statistics Act Report for the Year 2004. July 1, 2005. Available at http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/Safety/Traffic-Stop-Studies/2004/2004%20Illinois%20Traffic%20Stop%20Summary.pdf . Last accessed 3/1/20.

[12] State of Illinois Circuit Court of Cook County. http://www.cookcountycourt.org/ABOUTTHECOURT/OrganizationoftheCircuitCourt.aspx. Last accessed 3/8/20.

Municipal District; Skokie), northwestern (Third Municipal District; Rolling Meadows), western (Fourth Municipal District; Maywood), southwestern (Fifth Municipal District; Bridgeview), and southern (Sixth Municipal District; Markham) suburbs of Cook County. For computational purposes, these districts were treated as analogous to counties and represent a more localized driving radius for residents of Cook County than represented by the entire county.

C.6.4. Other Situations

There were several other types of agencies which were handled somewhat differently than the standard cases. City benchmarks were used whenever possible for agencies associated with a park district, college or university to better correspond to the local population. County benchmarks were used for county sheriffs and other agencies, with the entire county as the nominal jurisdiction. Similarly, state benchmarks were used for the Illinois State Police and other agencies with statewide jurisdiction. For airport, railroad and other transit agencies, the associated county or counties were used for benchmarks. Lastly, city benchmarks were used instead of the county if the city contained more than half of the county population, in which case the agency may be interacting predominately with city residents versus county residents outside of the city. These adjustments are similar to the method used in previous reports.

C.6.5. Example Calculation

To help illustrate the benchmark method, the calculations for one agency, Oak Park Police, will be worked out in detail for the White and Black/African American benchmarks.

Oak Park Police is located within the Fourth Municipal District of the Circuit Court of Cook County. As noted above, these court districts are treated the same as county jurisdictions for benchmark estimation, with the court district considered as if it is a "county." The jurisdiction of this court district includes the cities listed in **Table C.2**. The number of White and Black/African American residents of each city, based on the 2014-2018 5Y ACS after applying the racial categories explained in **Section C.3**, is also shown in the same table. Adding up the counts from each city shows 159,646 White residents and 68,943 Black/African American residents. These two population counts were adjusted for the number of driver's licenses and age distributions using the factors in **Table C.1**, namely 0.74 and 0.70 (rounded), respectively. This produced adjusted populations for White and Black/African American residents of 118,376 and 48,387, respectively, corresponding to the estimated number of drivers in the area. As the total population of the city of Oak Park is 12% of the total population of the district (after the driver's license and age adjustment), these district counts of 118,376 and 48,387 were used for the benchmark.

Table C.2. Example calculation of benchmarks for Oak Park Police for White and Black/African American populations. This agency is located in the Fourth Municipal District of the Circuit Court of Cook County, so the benchmark was comprised of the cities within that jurisdiction. See text for further details.

City	White	Black or African American
Bellwood	805	14,402
Berkeley	1,511	1,496
Berwyn	14,501	3,498
Broadview	1,168	5,832
Brookfield	12,941	1,012
Cicero	5,667	2,548
Elmwood Park	15,076	708
Forest Park	7,721	3,735
Franklin Park	8,715	48
Hillside	1,727	3,651
La Grange Park	10,928	526
Maywood	860	16,076
Melrose Park	4,984	1,352
North Riverside	3,798	345
Northlake	3,724	490
Oak Park	33,206	9,356
River Forest	9,062	632
River Grove	6,699	125
Riverside	7,153	133
Stone Park	236	131
Westchester	9,164	2,847
Number of Residents	159,646	68,943
Age/driver adjustment*	0.741488	0.701834
Number of Drivers	118,376	48,387

*The age/driver adjustment is described in **Section C.4**. The number of drivers = number of residents x (age/driver adjustment factor). The values in this table differ slightly from **Table C.1** because of differences in rounding.

The geographic regions chosen for each agency are listed at the end of this appendix in Table C.3.

C.7. Methodological Differences with Past Reports

While the methodology used for this report has some similarities with past reports, including using adjusted population counts of associated cities and counties to define the benchmark population, there are a number of important differences. These must be considered when comparing this report to past reports.

One important difference is that past reports used the most recent U.S. census estimates for population counts while this report used more recent estimates from the ACS, which is conducted annually by the U.S. Census Bureau. We primarily used the 2014-2018 5Y estimates. The principal advantage of this approach is that the demographic information is more current than the census, which is conducted decennially. The decennial census may not reflect current demographic composition in some areas, given the mobility of the U.S. population and population growth. One disadvantage of the ACS compared to the census is that the ACS is based on a random sample while the census attempts to enumerate the entire population; the ACS estimates are subject to more sampling variability than the census. The recency of the ACS data compared to the census was the deciding factor in favor of the ACS.

Another important difference between the benchmark methodology for 2019 stops compared to earlier stop reports is that the population counts are adjusted for the number of Illinois driver's licenses at each age. The adjustment attempts to be better reflect the population at risk of a traffic stop, i.e., drivers. As shown in **Figure C.1.**, this adjustment downweights the population at age 15 and at ages over 75, in particular. These individuals are notably less likely to have a driver's license than people aged 16-75. The past stops reports used all residents aged 15 and older, without an upper limit, as the benchmark for traffic stops.

Another notable difference from previous reports is that in this report, rates and other statistics are provided for each minority group separately instead of for all minorities combined into a single all-minority group.

C.8. Limitations

The use of the census or ACS to compute benchmarks has a number of limitations[13,14]. The benchmarks are constructed to correspond to the racial distribution of a city or county, but people from outside the designated benchmark area travel through and may be stopped. On the average, different groups may spend different amounts of time on the road or on the street, and the time of day of their activities may vary, potentially leading to different levels of exposure to being stopped than reflected by local population estimates. There may also be seasonal variation in the population, due to festivals, holidays, etc., which cannot be captured in static population estimates. In order to address some of the limitations several alternative benchmarking methods have been proposed. One benchmark method is to carry out observational studies where people and their race are counted by sight at different times and places to estimate the population composition. Another benchmark method is to analyze traffic accident data (crashes) and use the race of the not-at-fault driver to estimate the relevant racial composition of drivers. Yet another

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[13] Fridell, L. A. (2004). By the numbers: A guide for analyzing race data from vehicle stops. Washington, DC: Police Executive Research Forum. https://www.ncjrs.gov/App/Publications/abstract.aspx?ID=209827 . Last accessed 5/31/20.

[14] Alpert G.P., Dunham R.G., Smith M.R. (2007). Investigating Racial Profiling by the Miami-Dade Police Department: A Multimethod Approach. *Criminology & Public Policy*;6(1):25-56. https://www.ncjrs.gov/App/Publications/abstract.aspx?ID=239772 . Last accessed 5/31/20.

method is to mathematically model traffic flows between different cities and regions to merge their racial distributions to better reflect the racial distribution encountered by law enforcement officers.

Despite these limitations, the benchmarking method we have used has a number of strengths, primarily feasibility and transparency. There are close to 1,000 police agencies in Illinois, many with small jurisdictions. The ACS provides relatively contemporary data in a uniform fashion across the state, while alternative methods would require a tremendous amount of resources to acquire specialized data to construct a customized benchmark for each agency. The method used for this report is also transparent in that the concept of using local population data is easy to understand, and all our adjustments are relatively straightforward and can be itemized. The ACS is conducted annually, so the underlying data for all agencies is able to remain relatively current and reflect demographic composition.

Besides the general limitations of the methodology described above, there are some other important limitations to consider when interpreting the benchmarks and stop rate ratios. Most importantly, the benchmarks are based on ACS tabulations of race, which are provided by the respondent. Illinois stop data used race as recorded by the police officer, which may differ from what the individual being stopped would report. Therefore, some differences between the racial distribution of the stop data and the corresponding racial distribution of the benchmark may be due to racial misclassification.

Another challenge is that the ACS collects race in a different way than defined by the Illinois state law for the stops study, so some adjustments had to be made for compatibility, as described in Section **C.3,** above. This approach may have induced some differences in racial distributions between the stops (with race assigned by the officer) and corresponding benchmarks (based on self-assigned race). Lastly, the ACS data is based on a survey which takes a random sample of the population. There is some error in survey estimates due simply to sampling variability. In particular, this can impact estimates of population counts of smaller groups. For example, the number of American Indian or Alaska Native and Native Hawaiian or Other Pacific Islanders were relatively small in a number of regions, so these counts may be more uncertain for some jurisdictions. Thus, while the study has strengths, there are some limitations as well. That is why the narrative in this report emphasizes that if a ratio comparing a racial group to Whites differs substantially from 1.0 (that is, differs from racial equality) that may be the basis for further inquiry but does not prove that there is racial profiling.

Table C.3. Geographic region or regions used in the Traffic Study for each agency. All regions are either one or more cities, one or more counties (or county subdivisions), or the state. As described in section **C.6.3**, Cook County was divided into subdivisions based on the six districts of the Circuit Court of Cook County, notated as Cook-D1 (District 1), Cook-D2 (District 2), etc. As described in the text, the populations of these regions were adjusted in multiple ways to better match the driving population.

Agency	ID	Regions	Agency	ID	Regions
Abingdon Police	13462	County: Knox	Bement Police	13720	County: Piatt
Adams County Sheriff	13054	County: Adams	Bensenville Police	13247	Counties: Cook-D3, DuPage
Addison Police	13245	County: DuPage	Berkeley Police	13208	County: Cook-D4
Albany Police	13929	County: Whiteside	Berwyn Police	13207	County: Cook-D4
Aledo Police	13664	County: Mercer	Bethalto Police	13625	County: Madison
Alexander County Sheriff	13059	County: Alexander	Bethany Police	13695	County: Moultrie
Alexis Police	13663	Counties: Mercer, Warren	Blandinsville Police	13545	County: McDonough
Algonquin Police	13566	Counties: Kane, McHenry	Bloomingdale Police	13248	County: DuPage
Alorton Police	13796	County: St. Clair	Bloomington Police	13581	County: McLean
Alsip Police	13213	County: Cook-D5	Blue Island Police	13206	County: Cook-D6
Altamont Police	13288	County: Effingham	Bluffs Police	13836	County: Scott
Alton and Southern Railway Police	14143	County: St. Clair	BNSF Railroad Police	13205	County: Cook
Alton Police	13626	County: Madison	Bolingbrook Police	13955	Counties: DuPage, Will
Amboy Police	13528	County: Lee	Bond County Sheriff	13067	County: Bond
Anna Police	13883	County: Union	Boone County Sheriff	13068	County: Boone
Annawan Police	13366	County: Henry	Bourbonnais Police	13447	County: Kankakee
Antioch Police	13463	County: Lake	Bradley Police	13446	County: Kankakee
Arcola Police	13243	County: Douglas	Bradley University Police	13711	City: Peoria
Arlington Heights Police	13212	Counties: Cook-D3, Lake	Braidwood Police	13954	County: Will
Armington Police	13878	County: Tazewell	Breese Police	13134	County: Clinton
Aroma Park Police	13448	County: Kankakee	Bridgeview Police	13204	County: Cook-D5
Arthur Police	13242	Counties: Douglas, Moultrie	Brighton Police	13592	Counties: Jersey, Macoupin
Ashland Police	13098	County: Cass	Broadview Police	14006	County: Cook-D4
Ashton Police	13527	County: Lee	Brocton Police	14109	County: Edgar
Assumption Police	13120	County: Christian	Brooklyn Police	13794	County: St. Clair
Athens Police	13656	County: Menard	Brookport Police	13652	County: Massac
Atkinson Police	13365	County: Henry	Brown County Sheriff	13071	County: Brown
Auburn Police	13829	County: Sangamon	Buckner Police	13310	County: Franklin
Aurora Police	13413	Counties: DuPage, Kane, Kendall, Will	Buffalo Grove Police	13467	Counties: Cook-D3, Lake
Ava Police	13388	County: Jackson	Bull Valley Police	13565	County: McHenry
Aviston Police	13136	County: Clinton	Bunker Hill Police	13602	County: Macoupin
Baldwin Police	13752	County: Randolph	Burbank Police	13200	County: Cook-D5
Bannockburn Police	13464	County: Lake	Bureau County Sheriff	13083	County: Bureau
Barrington Hills Police	13466	Counties: Cook-D3, Kane, Lake, McHenry	Burnham Police	13199	County: Cook-D6
Barrington Police	13465	County: Cook-D3	Burr Ridge Police	13249	Counties: Cook-D5, DuPage
Barry Police	13725	County: Pike	Bushnell Police	13544	County: McDonough
Bartlett Police	13211	Counties: Cook-D3, DuPage, Kane	Byron Police	13703	County: Ogle
Bartonville Police	13712	County: Peoria	Cairo Police	13060	County: Alexander
Batavia Police	13414	Counties: DuPage, Kane	Calhoun County Sheriff	13086	County: Calhoun
Beardstown Police	13097	County: Cass	Calumet Park Police	13197	County: Cook-D6
Beckemeyer Police	13135	County: Clinton	Cambria Police	13970	County: Williamson
Bedford Park Police	13210	County: Cook-D5	Cambridge Police	13364	County: Henry
Beecher Police	13956	County: Will	Camp Point Police	13055	County: Adams
Belleville Police	13795	County: St. Clair	Campton Hills Police	14114	County: Kane
Bellwood Police	13209	County: Cook-D4	Canton Park District Police	14018	City: Canton
Belvidere Police	13069	County: Boone	Carbondale Police	13387	County: Jackson

Agency	ID	Regions	Agency	ID	Regions
Carlinville Police	13601	County: Macoupin	Colfax Police	13579	County: McLean
Carlyle Police	13133	County: Clinton	College of DuPage Police	13252	County: DuPage
Carmi Police	13919	County: Whiteside	College of Lake County Police	13468	County: Lake
Carol Stream Police	13250	County: DuPage	Colona Police	13363	County: Henry
Carpentersville Police	13415	County: Kane	Columbia Police	13670	Counties: Monroe, St. Clair
Carrier Mills Police	13801	County: Saline	Cook County Forest Preserve Police	13189	County: Cook
Carroll County Sheriff	13092	County: Carroll	Cortland Police	13234	County: DeKalb
Carterville Police	13969	County: Williamson	Countryside Police	13186	County: Cook-D5
Carthage Police	13348	County: Hancock	Cowden Police	13843	County: Shelby
Cary Police	13564	County: McHenry	Crainville Police	13968	County: Williamson
Casey Police	13126	Counties: Clark, Cumberland	Crawford County Sheriff	13218	County: Crawford
Caseyville Police	13792	County: St. Clair	Crest Hill Police	13952	County: Will
Cass County Sheriff	13096	County: Cass	Crestwood Police	13185	County: Cook-D6
Catlin Police	13898	County: Vermilion	Crete Police	14000	County: Will
Cedar Point Police	13517	County: LaSalle	Creve Coeur Police	13877	County: Tazewell
Cedarville Police	13854	County: Stephenson	Crystal Lake Park District Police	14010	City: Crystal Lake
Central City Police	13634	County: Marion	Crystal Lake Police	13563	County: McHenry
Centralia Police	13633	Counties: Clinton, Jefferson, Marion, Washington	CSX Transportation Railroad Police	14147	Counties: Cook, Vermilion, Macon, Marion, Madison, St. Clair
Centreville Police	13791	County: St. Clair	Cumberland County Sheriff	13221	County: Cumberland
Champaign County Sheriff	13112	County: Champaign	Dallas City Police	13347	Counties: Hancock, Henderson
Champaign Police	13111	County: Champaign	Dana Police	14151	County: LaSalle
Channahon Police	13953	Counties: Grundy, Will	Danvers Police	13578	County: McLean
Chapin Police	13688	County: Morgan	Darien Police	13253	County: DuPage
Charleston Police	13143	County: Coles	Decatur Park District Police	13589	City: Decatur
Chatham Police	13828	County: Sangamon	Decatur Police	13588	City: Decatur
Chenoa Police	13580	County: McLean	Deer Creek Police	13876	Counties: Tazewell, Woodford
Cherry Police	13082	County: Bureau	Deerfield Police	13469	Counties: Cook-D2, Lake
Cherry Valley Police	13981	County: Winnebago	DeKalb County Sheriff	13223	County: DeKalb
Chester Police	13751	County: Randolph	DeKalb Police	13233	County: DeKalb
Chicago Heights Police	13196	County: Cook-D6	Delavan Police	13875	County: Tazewell
Chicago Police	13194	City: Chicago	DePue Police	13081	County: Bureau
Chicago Ridge Police	13193	County: Cook-D5	Des Plaines Police	13184	County: Cook-D2
Chillicothe Police	13710	County: Peoria	DeSoto Police	13966	County: Jackson
Chrisman Police	13281	County: Edgar	DeWitt County Sheriff	13236	County: DeWitt
Christian County Sheriff	13119	County: Christian	Divernon Police	13825	County: Sangamon
Christopher Police	13309	County: Franklin	Dixmoor Police	13183	County: Cook-D6
Cicero Police	13191	County: Cook-D4	Dixon Police	13526	County: Lee
Clarendon Hills Police	13251	County: DuPage	Dolton Police	10011	County: Cook-D6
Clark County Sheriff	13125	County: Clark	Donnellson Police	13066	Counties: Bond, Montgomery
Clay County Sheriff	13128	County: Clay	Douglas County Sheriff	13240	County: Douglas
Clayton Police	14066	County: Adams	Dowell Police	14061	County: Jackson
Clifton Police	13374	County: Iroquois	Downers Grove Police	13254	County: DuPage
Clinton County Sheriff	13132	County: Clinton	Downs Police	13577	County: McLean
Clinton Police	13237	County: DeWitt	Du Quoin Police	13715	County: Perry
Coal City Police	13339	Counties: Grundy, Will	DuPage County Forest Preserve Police	14043	County: DuPage
Coal Valley Police	13766	Counties: Henry, Rock Island	DuPage County Sheriff	13255	County: DuPage
Cobden Police	13882	County: Union	Dupo Police	13790	County: St. Clair
Coffeen Police	13679	County: Montgomery	Durand Police	13980	County: Winnebago
Colchester Police	13543	County: McDonough	Dwight Police	13532	Counties: Grundy, Livingston
Coles County Sheriff	13142	County: Coles	East Alton Police	13623	County: Madison

Agency	ID	Regions	Agency	ID	Regions
East Carondelet Police	13789	County: St. Clair	Forreston Police	13702	County: Ogle
East Dubuque Police	13406	County: Jo Daviess	Fox Lake Police	13470	Counties: Lake, McHenry
East Dundee Police	13416	Counties: Cook-D3, Kane	Fox River Grove Police	13562	Counties: Lake, McHenry
East Galesburg Police	13460	County: Knox	Frankfort Police	13949	County: Will
East Hazel Crest Police	13181	County: Cook-D6	Franklin County Sheriff	13307	County: Franklin
East Moline Police	13764	County: Rock Island	Franklin Grove Police	13525	County: Lee
East Peoria Police	13874	County: Tazewell	Franklin Park Police	13172	County: Cook-D4
East St. Louis Park District Police	13788	City: East St. Louis	Freeburg Police	13783	County: St. Clair
East St. Louis Police	13787	County: St. Clair	Freeport Park District Police	13856	City: Freeport
Eastern Illinois University Police	13141	City: Charleston	Freeport Police	13852	City: Freeport
Easton Police	13647	County: Mason	Fulton County Sheriff	13316	County: Fulton
Edinburg Police	13118	County: Christian	Fulton Police	13927	County: Whiteside
Edwards County Sheriff	13283	County: Edwards	Galena Police	13404	County: Jo Daviess
Edwardsville Police	13622	County: Madison	Galesburg Police	13459	City: Galesburg
Effingham County Sheriff	13287	County: Effingham	Galva Police	13362	County: Henry
Effingham Police	13286	County: Effingham	Geneseo Police	13361	County: Henry
Elburn Police	13417	County: Kane	Geneva Police	13421	County: Kane
Eldorado Police	13800	County: Saline	Genoa Police	13232	County: DeKalb
Elgin Police	13419	Counties: Cook-D3, Kane	Georgetown Police	13894	County: Vermilion
Elizabeth Police	13405	County: Jo Daviess	Germantown Police	14026	County: Clinton
Elk Grove Village Police	13180	Counties: Cook-D3, DuPage	Gibson City Police	13299	County: Ford
Elmhurst Police	13256	County: DuPage	Gifford Police	13109	County: Champaign
Elmwood Park Police	13179	County: Cook-D4	Gilberts Police	13422	County: Kane
Elmwood Police	13709	County: Peoria	Gillespie Police	13599	County: Macoupin
Elsah Police	13397	County: Jersey	Gilman Police	13373	County: Iroquois
Elwood Police	13950	County: Will	Glasford Police	13708	County: Peoria
Energy Police	13965	County: Williamson	Glen Carbon Police	13621	County: Madison
Erie Police	13928	County: Whiteside	Glen Ellyn Police	13258	County: DuPage
Essex Police	13445	County: Kankakee	Glencoe Dept. of Public Safety	13171	County: Cook-D2
Eureka Police	13985	County: Woodford	Glendale Heights Police	13259	County: DuPage
Evanston Police	13178	County: Cook-D2	Glenview Police	13170	County: Cook-D2
Evergreen Park Police	13177	County: Cook-D5	Glenwood Police	13169	County: Cook-D6
Fairfield Police	13913	County: Wayne	Golf Police	14035	County: Cook-D2
Fairmont City Police	13786	Counties: Madison, St. Clair	Grafton Police	13396	County: Jersey
Fairmount Police	13896	County: Vermilion	Grand Ridge Police	13515	County: LaSalle
Fairview Heights Police	13785	County: St. Clair	Granite City Police	13620	County: Madison
Fairview Police	13318	County: Fulton	Grant Park Police	13444	County: Kankakee
Farina Police	13294	Counties: Fayette, Marion	Grantfork Police	14045	County: Madison
Farmer City Police	13235	County: DeWitt	Granville Police	13738	County: Putnam
Farmersville Police	14150	County: Montgomery	Grayslake Police	13471	County: Lake
Farmington Police	13317	County: Fulton	Grayville Police	13916	Counties: Edwards, White
Fayette County Sheriff	13293	County: Fayette	Greene County Sheriff	13333	County: Greene
Findlay Police	13842	County: Shelby	Greenfield Police	13332	County: Greene
Flora Police	13127	County: Clay	Greenup Police	13220	County: Cumberland
Flossmoor Police	13176	County: Cook-D6	Greenview Police	13655	County: Menard
Fondulac Park District Police	14017	City: East Peoria	Grundy County Sheriff	13338	County: Grundy
Ford County Sheriff	13300	County: Ford	Gurnee Police	13473	County: Lake
Forest City Police	13646	County: Mason	Hamel Police	13619	County: Madison
Forest Park Police	13174	County: Cook-D4	Hamilton County Sheriff	13341	County: Hamilton
Forest Preserve District of Will County Police	13932	County: Will	Hamilton Police	13346	County: Hancock
Forest View Police	13173	County: Cook-D5	Hampshire Police	13423	County: Kane

Agency	ID	Regions	Agency	ID	Regions
Hampton Police	13763	County: Rock Island	Jerseyville Police	13394	County: Jersey
Hancock County Sheriff	13345	County: Hancock	Jo Daviess County Sheriff	13402	County: Jo Daviess
Hanover Park Police	13168	Counties: Cook-D3, DuPage	John A Logan College Police	13961	City: Carterville
Harper College Police	13167	City: Palatine	Johnsburg Police	13557	County: McHenry
Harrisburg Police	13798	County: Saline	Johnson County Sheriff	13409	County: Johnson
Hartford Police	13618	County: Madison	Joliet Junior College Police	13946	City: Joliet
Harvard Police	13561	County: McHenry	Joliet Police	13945	Counties: Kendall, Will
Harvey Police	13166	County: Cook-D6	Jonesboro Police	13880	County: Union
Harwood Heights Police	13165	County: Cook-D3	Kane County Forest Preserve Police	13424	County: Kane
Havana Police	13645	County: Mason	Kane County Sheriff	13425	County: Kane
Hawthorn Woods Police	14020	County: Lake	Kankakee County Sheriff	13441	County: Kankakee
Hazel Crest Police	13164	County: Cook-D6	Kankakee Police	13440	County: Kankakee
Henderson County Sheriff	13355	County: Henderson	Kansas Police	13279	County: Edgar
Henry County Sheriff	13360	County: Henry	Keithsburg Police	13665	County: Mercer
Henry Police	13639	County: Marshall	Kendall County Sheriff	13453	County: Kendall
Herrin Police	13963	County: Williamson	Kenilworth Police	13044	County: Cook-D2
Herscher Police	13443	County: Kankakee	KEWANEE POLICE	13359	County: Henry
Heyworth Police	13575	County: McLean	Kildeer Police	13477	County: Lake
Hickory Hills Police	13163	County: Cook-D5	Kincaid Police	13117	County: Christian
Highland Park Police	13474	County: Lake	Kingston Police	13230	County: DeKalb
Highland Police	13617	County: Madison	Kirkland Police	13229	County: DeKalb
Highwood Police	13475	County: Lake	Knox County Sheriff	13458	County: Knox
Hillsboro Police	13676	County: Montgomery	Knoxville Police	13457	County: Knox
Hinsdale Police	13260	Counties: Cook-D5, DuPage	La Grange Park Police	13043	County: Cook-D4
Hodgkins Police	13049	County: Cook-D5	La Grange Police	14013	County: Cook-D5
Hoffman Estates Police	13048	Counties: Cook-D3, Kane	La Salle Police	13513	County: LaSalle
Homer Police	13108	County: Champaign	Lacon Police	13638	County: Marshall
Hometown Police	13047	County: Cook-D5	Ladd Police	13080	County: Bureau
Homewood Police	13046	County: Cook-D6	LaHarpe Police	13344	County: Hancock
Hoopeston Police	13892	County: Vermilion	Lake Bluff Police	13478	County: Lake
Hudson Police	13574	County: McLean	Lake County Forest Preserve Police	13479	County: Lake
Huntley Police	13558	Counties: Kane, McHenry	Lake County Sheriff	13480	County: Lake
Hurst Police	13962	County: Williamson	Lake Forest Police	13481	County: Lake
Illinois Central College Police	13871	City: East Peoria	Lake in the Hills Police	13556	County: McHenry
Illinois Commerce Commission Police	13995	State	Lake Land College Police	13140	City: Mattoon
Illinois Department of Natural Resources Police	13823	State	Lake Villa Police	13482	County: Lake
Illinois State Police	13991	State	Lake Zurich Police	13483	County: Lake
Illinois State University Police	13573	City: Normal	Lakemoor Police	13484	Counties: Lake, McHenry
Ina Police	14117	County: Jefferson	Lakewood Police	13555	County: McHenry
Indian Head Park Police	13045	County: Cook-D5	Lanark Police	13090	County: Carroll
Inverness Police	14121	County: Cook-D3	Lansing Police	13041	County: Cook-D6
Iroquois County Sheriff	13372	County: Iroquois	LaSalle County Sheriff	13514	County: LaSalle
Island Lake Police	13476	Counties: Lake, McHenry	Lawrence County Sheriff	13521	County: Lawrence
Itasca Police	13261	County: DuPage	Lawrenceville Police	13520	County: Lawrence
Iuka Police	14019	County: Marion	Lebanon Police	13782	County: St. Clair
Jackson County Sheriff	13383	County: Jackson	Lee County Sheriff	13524	County: Lee
Jacksonville Police	13687	City: Jacksonville	Leland Police	13512	County: LaSalle
Jasper County Sheriff	13390	County: Jasper	Lemont Police	13944	Counties: Cook-D5, DuPage, Will
Jefferson County Sheriff	13393	County: Jefferson	Lena Police	13851	County: Stephenson
Jerome Police	13820	County: Sangamon	Lenzburg Police	13781	County: St. Clair
Jersey County Sheriff	13395	County: Jersey	LeRoy Police	13572	County: McLean

Agency	ID	Regions	Agency	ID	Regions
Lewis University Police	14131	City: Romeoville	Mattoon Police	13139	County: Coles
Lexington Police	13571	County: McLean	Mazon Police	13337	County: Grundy
Liberty Police	14085	County: Adams	McClure Police	14119	County: Alexander
Lincoln Land Community College Police	13818	City: Springfield	McCook Police	13034	County: Cook-D5
Lincoln Police	13536	County: Logan	McCullom Lake Police	14139	County: McHenry
Lincolnshire Police	13486	County: Lake	McDonough County Sheriff	13541	County: McDonough
Lincolnwood Police	13040	County: Cook-D2	McHenry County College Police	14127	County: McHenry
Lindenhurst Police	13487	County: Lake	McHenry County Conservation District Police	14004	County: McHenry
Lisle Police	13262	County: DuPage	McHenry County Sheriff	13553	County: McHenry
Litchfield Police	13674	County: Montgomery	McHenry Police	13552	County: McHenry
Livingston County Sheriff	13530	County: Livingston	McLean County Sheriff	13570	County: McLean
Loami Police	13817	County: Sangamon	McLean Police	13569	County: McLean
Lockport Park District Police	14087	City: Lockport	McLeansboro Police	13340	County: Hamilton
Lockport Police	13943	County: Williamson	Melrose Park Police	13033	County: Cook-D4
Logan County Sheriff	13535	County: Logan	Mendota Police	13510	County: LaSalle
Lombard Police	13263	County: DuPage	Mercer County Sheriff	13661	County: Mercer
Lostant Police	13518	County: LaSalle	Meredosia Police	13689	County: Morgan
Loves Park Police	13979	Counties: Boone, Winnebago	Merrionette Park Police	14024	County: Cook-D5
Lovington Police	13694	County: Moultrie	Metamora Police	13984	County: Woodford
Loyola University Police	13039	City: Chicago	Metro Water Reclamation District Police	13031	County: Cook
Lynwood Police	13358	County: Cook-D6	Metropolis Police	13649	County: Massac
Lyons Police	13038	County: Cook-D5	Metropolitan Airport Authority	13760	County: Rock Island
Mackinaw Police	13870	County: Tazewell	Midlothian Police	13030	County: Cook-D6
Macomb Police	13542	City: Macomb	Milan Police	13761	County: Rock Island
Macon County Sheriff	13587	County: Macon	Milford Police	13371	County: Iroquois
Macoupin County Sheriff	13597	County: Macoupin	Milledgeville Police	14071	County: Carroll
Madison County Sheriff	13615	County: Madison	Millikin University Police	14142	City: Decatur
Madison Police	13614	Counties: Madison, St. Clair	Millstadt Police	13778	County: St. Clair
Mahomet Police	13106	County: Champaign	Minier Police	13868	County: Tazewell
Malta Police	13228	County: DeKalb	Minonk Police	13983	County: Woodford
Manhattan Police	13942	County: Will	Minooka Police	13336	Counties: Grundy, Kendall, Will
Manito Police	13643	County: Mason	Mokena Police	13941	County: Will
Mansfield Police	13718	County: Piatt	Moline Police	13759	County: Rock Island
Manteno Police	13439	County: Kankakee	Momence Police	13438	County: Kankakee
Maple Park Police	13426	Counties: DeKalb, Kane	Monee Police	13940	County: Will
Marengo Police	13554	County: McHenry	Monmouth Police	13903	City: Monmouth
Marion County Sheriff	13630	County: Marion	Monroe County Sheriff	13668	County: Monroe
Marion Police	13959	County: Williamson	Montgomery County Sheriff	13673	County: Montgomery
Marissa Police	13780	County: St. Clair	Montgomery Police	13436	Counties: Kane, Kendall
Maroa Police	13586	County: Macon	Monticello Police	13717	County: Piatt
Marquette Heights Police	13869	County: Tazewell	Moody Bible Institute Police Department	14153	City: Chicago
Marseilles Police	13511	County: LaSalle	Moraine Valley Community College Police	13029	City: Palos Hills
Marshall County Sheriff	13637	County: Marshall	Morgan County Sheriff	13686	County: Morgan
Marshall Police	13124	County: Clark	Morris Police	13335	County: Grundy
Martinsville Police	13123	County: Clark	Morrison Police	13925	County: Whiteside
Maryville Police	13612	County: Madison	Morrisonville Police	13116	County: Christian
Mascoutah Police	13779	County: St. Clair	Morton College Police	14027	City: Cicero
Mason City Police	13642	County: Mason	Morton Grove Police	13027	County: Cook-D2
Mason County Sheriff	13641	County: Mason	Morton Police	13867	County: Tazewell
Massac County Sheriff	13650	County: Massac	Moultrie County Sheriff	13693	County: Moultrie
Matteson Police	13036	Counties: Cook-D6, Will	Mounds Police	13730	County: Pulaski

Agency	ID	Regions	Agency	ID	Regions
Mount Auburn Police	13122	County: Christian	Oregon Police	13698	County: Ogle
Mount Carmel Police	13901	City: Mount Carmel	Orion Police	13357	County: Henry
Mount Carroll Police	13089	County: Carroll	Orland Hills Police	14077	County: Cook-D5
Mount Morris Police	13700	County: Ogle	Orland Park Police	13011	Counties: Cook-D5, Will
Mount Olive Police	13596	County: Macoupin	Oswego Police	13451	County: Kendall
Mount Prospect Police	13026	County: Cook-D3	Ottawa Police	13507	County: LaSalle
Mount Pulaski Police	13533	County: Logan	Palatine Police	13010	County: Cook-D3
Mount Sterling Police	13070	County: Brown	Palestine Police	13215	County: Crawford
Mount Vernon Police	13392	County: Jefferson	Palmyra Police	13595	County: Christian
Mount Zion Police	13585	County: Macon	Palos Heights Police	13009	County: Cook-D5
Moweaqua Police	13841	Counties: Christian, Shelby	Palos Hills Police	13008	County: Cook-D5
Mundelein Police	13488	County: Lake	Palos Park Police	13007	County: Cook-D5
Murphysboro Police	13382	County: Jackson	Pana Police	13115	County: Christian
Murrayville Police	13690	County: Morgan	Paris Police	13278	County: Edgar
Naperville Police	13264	Counties: DuPage, Will	Park City Police	13490	County: Lake
Naplate Police	14052	County: LaSalle	Park Forest Police	13006	Counties: Cook-D6, Will
Nashville Police	13908	County: Washington	Park Ridge Police	13005	County: Cook-D2
New Athens Police	13777	County: St. Clair	Parkland College Police	13105	City: Champaign
New Baden Police	13130	Counties: Clinton, St. Clair	Pawnee Police	13814	County: Sangamon
New Berlin Police	13815	County: Sangamon	Paxton Police	13298	County: Ford
New Lenox Police	13939	County: Will	Payson Police	13056	County: Adams
Newton Police	13389	County: Jasper	Pearl City Police	13849	County: Stephenson
Niles Police	13025	County: Cook-D2	Pecatonica Police	13978	County: Winnebago
Nokomis Police	13672	County: Montgomery	Pekin Park District Police	13865	City: Pekin
Normal Police	13568	County: McLean	Pekin Police	13864	Counties: Peoria, Tazewell
Norridge Police	13024	County: Cook-D3	Peoria County Sheriff	13707	County: Peoria
Norris City Police	13915	County: Whiteside	Peoria Heights Police	13706	Counties: Peoria, Tazewell, Woodford
North Aurora Police	13427	Counties: Kane, Kendall	Peoria Park District Police	13705	City: Peoria
North Chicago Police	13489	County: Lake	Peoria Police	13704	City: Peoria
North Pekin Police	13866	County: Tazewell	Peotone Police	13938	County: Will
North Riverside Police	13023	County: Cook-D4	Perry County Sheriff	13714	County: Perry
North Utica-Utica Police	13509	County: LaSalle	Peru Police	13506	County: LaSalle
Northbrook Police	13022	County: Cook-D2	Petersburg Police	13653	County: Menard
Northeastern Illinois University Police	13021	City: Chicago	Phoenix Police	13004	County: Cook-D6
Northern Illinois University Police	13227	City: DeKalb	Piatt County Sheriff	13716	County: Piatt
Northfield Police	13020	County: Cook-D2	Pierron Police	14051	Counties: Bond, Madison
Northlake Police	13019	County: Cook-D4	Pike County Sheriff	13723	County: Pike
Northwestern University Police	13018	City: Evanston	Pinckneyville Police	13713	County: Perry
Oak Brook Police	13265	County: DuPage	Pingree Grove Police	14093	County: Kane
Oak Forest Police	13016	County: Cook-D6	Pittsburg Police	14060	County: Williamson
Oak Lawn Police	13015	County: Cook-D5	Pittsfield Police	13722	County: Pike
Oak Park Police	13014	County: Cook-D4	Plainfield Police	13937	County: Will
OakBrook Terrace Police	13266	County: DuPage	Plainville Police	14124	County: Adams
O'Fallon Police	13776	County: St. Clair	Plano Police	13450	County: Kendall
Ogle County Sheriff	13699	County: Ogle	Pleasant Plains Police	13813	County: Sangamon
Oglesby Police	13508	County: LaSalle	Polo Police	13697	County: Ogle
Okawville Police	13907	County: Washington	Pontiac Police	13529	County: Livingston
Olney Police	13754	City: Olney	Pontoon Beach Police	14054	County: Madison
Olympia Fields Police	13012	County: Cook-D6	Pope County Sheriff	13727	County: Pope
Oquawka Police	14134	County: Henderson	Posen Police	13003	County: Cook-D6
Oreana Police	14149	County: Macon	Potomac Police	14030	County: Vermilion

Agency	ID	Regions	Agency	ID	Regions
Prairie Grove Police	14068	County: McHenry	Schaumburg Police	12992	Counties: Cook-D3, DuPage
Princeton Police	13077	County: Bureau	Schiller Park Police	12991	County: Cook-D3
Prophetstown Police	13924	County: Whiteside	Scott County Sheriff	13835	County: Scott
Prospect Heights Police	13002	County: Cook-D3	Secretary of State Police	13809	State
Pulaski County Sheriff	13729	County: Pulaski	Shawneetown police	13325	County: Gallatin
Putnam County Sheriff	13736	County: Putnam	Sheffield Police	13076	County: Bureau
Quincy Police	13058	City: Quincy	Shelby County Sheriff	13840	County: Shelby
Ramsey Police	13292	County: Fayette	Sheldon Police	13369	County: Iroquois
Randolph County Sheriff	13745	County: Randolph	Shiloh Police	13775	County: St. Clair
Rantoul Police	13104	County: Champaign	Shorewood Police	13934	County: Will
Raymond Police	13682	County: Montgomery	Sidell Police	14130	County: Vermilion
Richland County Sheriff	13753	County: Richland	Silvis Police	13755	County: Rock Island
Richmond Police	13550	County: McHenry	Skokie Police	12990	County: Cook-D2
Richton Park Police	13001	County: Cook-D6	Sleepy Hollow Police	13428	County: Kane
Ridge Farm Police	13889	County: Vermilion	South Barrington Police	13061	County: Cook-D3
Ridott Police	13858	County: Stephenson	South Beloit Police	14070	County: Winnebago
River Forest Police	13000	County: Cook-D4	South Chicago Heights Police	12989	County: Cook-D6
Riverdale Police	12998	County: Cook-D6	South Elgin Police	13429	County: Kane
Riverside Police	12997	County: Cook-D4	South Holland Police	12988	County: Cook-D6
Riverton Police	13812	County: Sangamon	South Jacksonville Police	13685	County: Morgan
Riverwoods Police	13491	County: Lake	South Pekin Police	13863	County: Tazewell
Rochelle Police	13696	County: Ogle	South Roxanna Police	13610	County: Madison
Rochester Police	13811	County: Sangamon	South Suburban College Police	12987	City: South Holland
Rock Falls Police	13923	County: Whiteside	Southern Illinois University Carbondale Police	13381	City: Carbondale
Rock Island County Sheriff	13757	County: Rock Island	Southern Illinois University Edwardsville Police	13609	City: Edwardsville
Rock Island Police	13756	County: Rock Island	Southern Illinois University School of Medicine Police	14145	City: Springfield
Rock Valley College Police	13977	City: Rockford	Southern View Police	13807	County: Sangamon
Rockdale Police	13936	County: Will	Southwestern Illinois College Police	13773	City: Belleville
Rockford Park District Police	14059	City: Rockford	Sparta Police	13742	County: Randolph
Rockford Police	13975	City: Rockford	Spring Grove Police	13549	County: McHenry
Rockton Police	13974	County: Winnebago	Spring Valley Police	13075	County: Bureau
Rolling Meadows Police	12995	County: Cook-D3	Springfield Police	13805	City: Springfield
Romeoville Police	13935	County: Will	St. Anne Police	13437	County: Kankakee
Roscoe Police	13973	County: Winnebago	St. Charles Police	13430	Counties: DuPage, Kane
Roselle Police	13267	Counties: Cook-D3, DuPage	St. Clair County Sheriff	13772	County: St. Clair
Round Lake Beach Police	13492	County: Lake	St. Elmo Police	13291	County: Fayette
Round Lake Heights Police	13493	County: Lake	Stanford Police	13567	County: McLean
Round Lake Park Police	13494	County: Lake	Stark County Sheriff	13846	County: Stark
Round Lake Police	13495	County: Lake	Steeleville Police	13741	County: Randolph
Roxana Police	13611	County: Madison	Steger Police	13161	Counties: Cook-D6, Will
Royalton Police	13306	County: Franklin	Stephenson County Sheriff	13848	County: Stephenson
Ruma Police	13743	County: Randolph	Sterling Police	13922	County: Whiteside
Rushville Police	13833	County: Schuyler	Stockton Police	13400	County: Jo Daviess
Salem Police	13628	County: Marion	Stone Park Police	13159	County: Cook-D4
Saline County Sheriff	13797	County: Saline	Stonington Police	13121	County: Christian
Sandoval Police	13627	County: Marion	Streamwood Police	13158	County: Cook-D3
Sandwich Police	13226	Counties: DeKalb, Kendall	Stronghurst Police	14123	County: Henderson
Sangamon County Sheriff	13810	County: Sangamon	Sugar Grove Police	13431	County: Kane
Sauget Police	13225	County: St. Clair	Sullivan Police	13692	County: Moultrie
Sauk Village Police	12993	Counties: Cook-D6, Will	Swansea Police	13771	County: St. Clair
Savanna Police	13088	County: Carroll	Sycamore Police	14015	County: DeKalb

Agency	ID	Regions	Agency	ID	Regions
Taylorville Police	13114	County: Christian	Wauconda Police	13498	County: Lake
Tazewell County Sheriff	13862	County: Tazewell	Waukegan Police	13499	County: Lake
Terminal Railroad Association	14041	County: Madison	Waverly Police	13684	County: Morgan
Teutopolis Police	13285	County: Effingham	Wayne County Sheriff	13911	County: Wayne
Thayer Police	13804	County: Sangamon	Wayne Police	13270	Counties: DuPage, Kane
Thomasboro Police	13103	County: Champaign	Wenona Police	13635	County: Marshall
Thomson Police	13087	County: Carroll	West Chicago Police	13271	County: DuPage
Thornton Police	13156	County: Cook-D6	West Dundee Police	13433	County: Kane
Tilton Police	13887	County: Vermilion	West Frankfort Police	13302	County: Franklin
Tinley Park Police	13155	Counties: Cook-D6, Will	West Salem Police	13282	County: Edwards
Tiskilwa Police	13074	County: Bureau	Westchester Police	13150	County: Cook-D4
Tolono Police	13102	County: Champaign	Western Illinois University Police	13540	City: Macomb
Toluca Police	13636	County: Marshall	Western Springs Police	13149	County: Cook-D5
Toulon Police	13845	County: Stark	Westmont Police	13272	County: DuPage
Trenton Police	13129	County: Clinton	Westville Police	13884	County: Vermilion
Tri-County Drug Enforcement Narcotics Team	14126	Counties: Bureau, LaSalle, Putnam	Wheaton Police	13273	County: DuPage
Triton College Police	13154	City: River Grove	Wheeling Police	13148	Counties: Cook-D3, Lake
Troy Police	13607	County: Madison	Whiteside County Sheriff	13920	County: Whiteside
Tuscola Police	13239	County: Douglas	Will County Sheriff	13931	County: Will
Union County Sheriff	13879	County: Union	Williamsfield Police	13455	County: Knox
Union Pacific Railroad-Central Police	14053	County: Cook	Williamson County Sheriff	13957	County: Williamson
Union Police	13548	County: McHenry	Williamsville Police	13802	County: Sangamon
University of Chicago Police	14057	City: Chicago	Willisville Police	14110	County: Perry
University of Illinois Chicago Police	13152	City: Chicago	Willowbrook Police	13274	County: DuPage
University of Illinois Springfield Police	13803	City: Springfield	Wilmette Police	13146	County: Cook-D2
University of Illinois Urbana Police	13101	Cities: Champaign, Urbana	Windsor Police	13837	County: Shelby
University Park Police	13933	County: Will	Winfield Police	13275	County: DuPage
Urbana Police	13100	County: Champaign	Winnebago County Sheriff	13972	County: Winnebago
VA Medical Center Police	13886	County: Vermilion	Winnebago Police	13971	County: Winnebago
Valmeyer Police	13667	County: Monroe	Winnetka Police	13145	County: Cook-D2
Vandalia Police	13289	County: Fayette	Winthrop Harbor Police	13500	County: Lake
Venice Police	13606	County: Madison	Wonderlake Police	14033	County: McHenry
Vermilion County Sheriff	13885	County: Vermilion	Wood Dale Police	13276	County: DuPage
Vernon Hills Police	13497	County: Lake	Wood River Police	13605	County: Madison
Vienna Police	13408	County: Johnson	Woodford County Sheriff	13988	County: Woodford
Viola Police	13657	County: Mercer	Woodhull Police	14009	County: Henry
Virden Police	13593	Counties: Macoupin, Sangamon	Woodland Police	13380	County: Iroquois
Virginia Police	13094	County: Cass	Woodridge Police	13277	Counties: Cook-D5, DuPage, Will
Wabash County Sheriff	13900	County: Wabash	Woodstock Police	13546	County: McHenry
Walnut Police	13073	County: Bureau	Wyanet Police	13072	County: Bureau
Wamac Police	13906	Counties: Clinton, Marion, Washington	Yates City Police	13454	County: Knox
Warren County Sheriff	13902	County: Warren	Yorkville Police	13449	County: Kendall
Warren Police	13399	County: Jo Daviess	Zion Police	13501	County: Lake
Warrensburg Police	14040	County: Macon			
Warrenville Police	13269	County: DuPage			
Washburn Police	13990	Counties: Marshall, Woodford			
Washington Park Police	13770	County: St. Clair			
Washington Police	13860	County: Tazewell			
Waterloo Police	13666	County: Monroe			
Watseka Police	13379	County: Iroquois			
Waubonsee Community College Police	13432	City: Sugar Grove			

Appendix D. Additional Notes on the Law

The Illinois General Assembly has promulgated laws that require the collection and analysis of data on traffic stops by law enforcement agencies in the state. The statutes relating to the statistical analysis of traffic and pedestrian stops are found in the Compiled Statutes of the Illinois General Assembly, 625 ILCS 5/11-212, effective 6/21/2019. See also Public Act 101-0024.

Section 11-212 of the Illinois statute authorizes the "Traffic and pedestrian stop statistical study". This section also requires that when a police officer stops an individual, a specific set of information is to be recorded. This information includes: name, address, gender, race (six specific categories: White, Black or African American, Hispanic or Latino, Asian, American Indian or Alaska Native and Native Hawaiian or Other Pacific Islander), the violation, vehicle information, date, time, location, search information, whether contraband was found, disposition of the stop (warning, citation or arrest — arrest recorded only for pedestrian stops) and the name and badge number of the officer. This information is to be obtained whether the police officer makes a traffic stop or a pedestrian stop and either issues a citation or a warning (or arrest for a pedestrian stop). In addition, the length of the contact in minutes is to be recorded for traffic stops. These data are recorded using the data collection form included in Appendix A. The law further specifies that the collected data are to be sent to the Illinois Department of Transportation by a specific date each year for the stops data collected in the preceding year.

The Illinois Department of Transportation is further directed by statute to analyze the data and submit summary reports to the Governor, the General Assembly and the Racial Profiling Agency. The Illinois Department of Transportation is authorized to contract with an outside entity for the analysis of the data. That analysis is the purpose of this report. Moreover, the reporting entity is directed to scrutinize the data for evidence of "statistically significant aberrations." An illustrative list of possible aberrations recorded in the statute include: (1) a higher than expected number of minorities stopped, (2) a higher than expected number of citations issued to minorities, (3) a higher than expected number of minorities stopped by a specific police agency, and (4) a higher than expected number of searches conducted on minority drivers or pedestrians.

The relevant statute, 625 ILCS 5/11-212 and subsection (a) provides that the law enforcement officer "…shall record at least the following…". The statue seems to suggest the current data collection form includes a minimum level of information, and leaves open the possibility of gathering additional information in the future.

There are a few additional data items that could enhance the analysis effort. Some additional data items might include: (1) arrest for drunk driving, (2) accident investigation, and (3) occurrence of a physical arrest in a traffic stop. (The arrest outcome is included in the pedestrian stop data collection form.)