

METROPOLITAN POLICE DEPARTMENT

WASHINGTON, DC



STOP DATA REPORT

JANUARY-DECEMBER 2020

SEPTEMBER 2021

WE ARE
WASHINGTON
GOVERNMENT OF THE
DISTRICT OF COLUMBIA
DC MURIEL BOWSER, MAYOR



Glossary

Consent search: A search of a person or property based upon valid consent of the individual whose person or property is being searched. The Fourth Amendment requires that consent to a search not be coerced, by explicit or implicit means, by implied threat, or covert force.

Contact or field contact: Conduct by a police officer which places the officer in face-to-face communication with an individual under circumstances in which the individual is free not to respond and to leave.

Probable cause: A set of facts, circumstances, or reliable information that would lead a reasonable and prudent police officer to believe that a crime has been committed, or is about to be committed, and that a certain person committed it.

Probable cause search: A warrantless search of a person or vehicle based upon probable cause that is conducted under specific circumstances. To conduct a probable cause search of a vehicle, a police officer must have probable cause to believe that contraband or physical evidence of a crime is in a moveable (i.e., operable) vehicle in a public area (e.g., public space, shopping center, parking lot). To conduct a probable cause search of a person, a police officer must have probable cause to believe that the person has contraband or physical evidence of a crime on his or her person.

Protective pat down: A limited protective search for concealed weapons or dangerous instruments. A pat down, sometimes called a frisk, consists of patting an individual's outer clothing to determine the presence of weapons and other dangerous objects. Pursuant to the Supreme Court ruling in *Terry v. Ohio*, 392 U.S. 1 (1968), police officers have authority to conduct a limited search of a person for weapons during some

stops. Reasonable suspicion for a stop does not automatically provide the basis for a pat down.

For a pat down to be reasonable and constitutional under the Fourth Amendment, the preceding stop of the individual's person must be lawful and the police must have an objectively reasonable basis to believe that the individual is armed and dangerous.

Reasonable suspicion: Minimal level of objective justification for making a stop. Although reasonable suspicion cannot be precisely defined, it is more than a hunch or mere speculation, but less than probable cause.

Records Management System: Computer system used by MPD to collect and store required stop data as well as other law enforcement information including crimes, arrests, missing person reports, and traffic crashes.

Stop: A temporary investigative detention of a person for the purpose of determining whether probable cause exists to make an arrest. A stop is a seizure of an individual's person and occurs whenever an officer uses his or her authority to compel a person to halt, remain in a certain place, or to perform an act (such as walking to a nearby location where the member can use a radio or telephone). If a person is under a reasonable impression that he or she is not free to leave the member's presence, a stop has occurred.

Warrant search: A search conducted pursuant to a valid search warrant granted by a judge or magistrate based upon probable cause.

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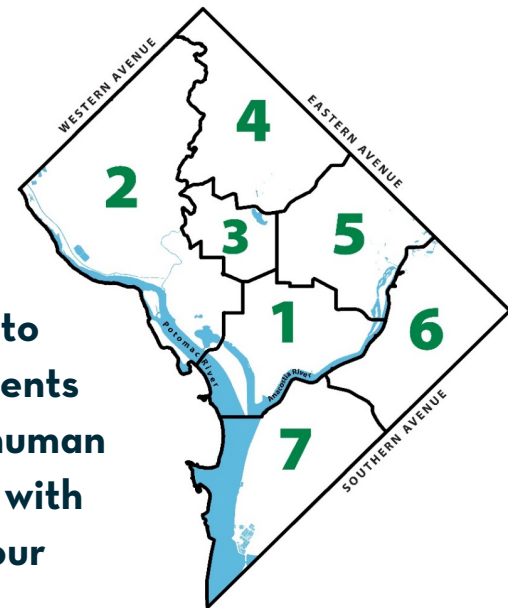
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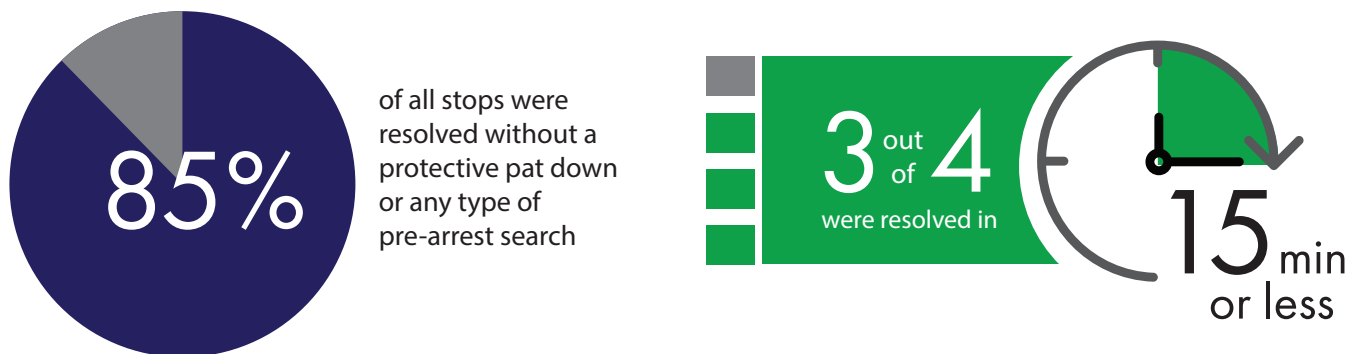
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Police District Boundaries in the District of Columbia

It is the mission of the Metropolitan Police Department to safeguard the District of Columbia and protect its residents and visitors with the highest regard for the sanctity of human life. We will strive at all times to accomplish our mission with a focus on service, integrity, and fairness by upholding our city's motto, **Justitia Omnibus – Justice for All.**



In 2020, MPD collected data on approximately
81,000 police stops.



MPD seized **1,605** guns as a result of these stops



What is this report about?

In July 2019, to enhance data collection as part of the NEAR Act, the Metropolitan Police Department (MPD) launched changes to police processes and data systems to allow the collection of more data in discrete fields and enable greater analysis of police stops. Transparency around this information is critically important to public trust.¹ This is the third public report on this data and how it will be used to improve policing in the District. MPD is committed to ensuring each police stop meets its high standards for fair and constitutional policing and demonstrates respect for the individual stopped.

As you review this report, we ask readers to recognize there are limits to what questions can be answered with just this data set. In order to provide a snapshot to the public, this report is brief, but presents some major points from the comprehensive data set, publicly available on MPD's website. The report also highlights the research plan that was launched at MPD's request to answer important questions and inform potential changes to police practices, and ongoing changes to policy and training to improve police service to the community.



The stops had a clear purpose.

Almost 4 of every 5 stops resulted in enforcement action, either a ticket (55%) or an arrest (24%). The rest ended with investigation or other public safety response, such as mediating a dispute or referral to service.



The stops included many people traveling in or through the District.

Only 31% of the vehicles stopped and issued tickets for traffic violations were registered in the District; 69% were registered in another state.

What is a police stop?

If a person is under a reasonable impression that they are not free to leave an officer's presence, a stop has occurred.

Some examples of stops may include an officer:

- Stopping a car that the officer saw speeding;
- Stopping a person to investigate neighborhood package thefts;
- Stopping a person matching a suspect description from a robbery victim;
- Serving a warrant or making an arrest.

For more information or to find other terms, please see the Glossary.



Most stops were resolved without any physical contact between the officer and the person stopped or his or her property.

Only 15% of stops involved a protective pat down or a pre-arrest search of either a person or property.



MPD stops play a vital role in supporting Vision Zero and making our streets safe for all users.

Fifty-five percent of all stops result in a ticket. Of these, almost one-third of the tickets were warning tickets; 13% of arrests include a charge for a criminal traffic violation.



MPD stops can help remove guns from our neighborhoods.

Violent gun crime remains the city's most pressing public safety problem. MPD officers were able to remove 1,605 guns—69% of all guns recovered—from DC streets as a result of these stops.



The stops were brief.

More than three out of four were resolved in about 15 minutes; 91% lasted 30 minutes or less.

What are some relevant trends in public safety in the District?

Police make stops in response to public safety demands – such as to **enforce traffic violations**, **investigate crime**, or **carry out an order from the courts**. In order to understand police stops, it is important to be aware of broader public safety trends.

Trends in Serious Crime

(2020 compared to 2019)

Homicide	▲	19%
Sex Abuse	▼	-15%
Assault w/ Dangerous Weapon	▲	3%
Robbery	▼	-11%
Total Violent Offenses	▼	-4%
Burglary	▼	-8%
Motor Vehicle Theft	▲	50%
Theft From Auto	▼	-23%
Theft	▼	-30%
Arson	▲	63%
Total Property Offenses	▼	-21%
Total	▼	-19%

When comparing 2020 to 2019, the increase in homicides, assaults with a dangerous weapon (including shootings), and motor vehicle theft were the changes with the greatest concern. The unique circumstances of the COVID-19 pandemic also contributed to reductions in robbery, burglary, and theft.

Distribution of Calls for Service between Police Districts

(Jan 1-Dec 31, 2020)

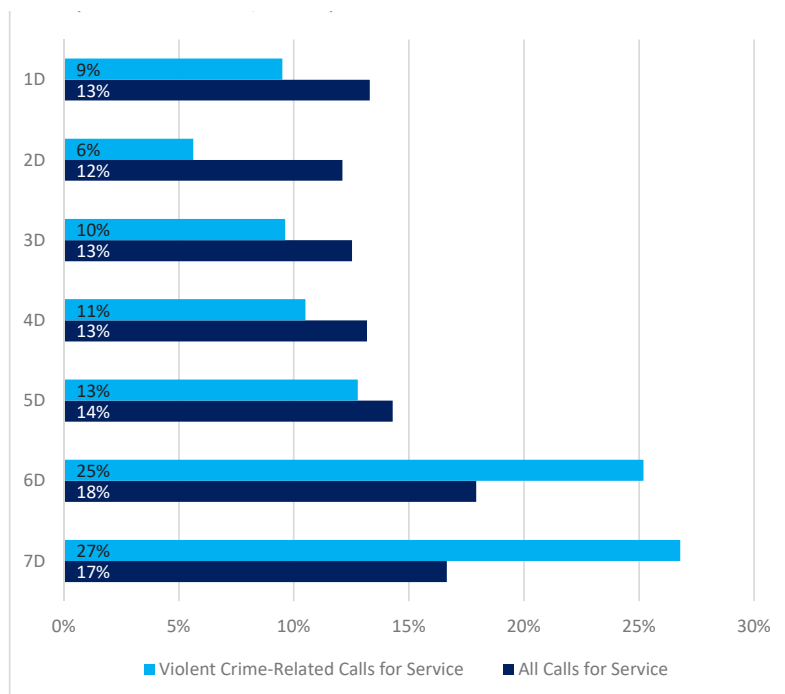


Figure 1: Percent of calls for service by district

During 2020, MPD received approximately 574,000 calls for service. These are not evenly distributed across the police districts. The proportion of all calls for service in the First, Second, and Third Districts dropped in 2020, likely because of the COVID-19 public health emergency. Calls related to violent crime were significantly higher in the Sixth and Seventh Districts in 2020.

How can this data be used?

In July 2019, MPD, in partnership with the Department of Motor Vehicles (DMV), implemented enhanced data collection methods to enable officers to more effectively collect information about each ticket-related police stop. Additions include more personal demographic information, the reason for the stop, and the outcome of the stop. MPD's Records Management System (RMS) also has been modified to allow information collection on stops, protective pat downs, and pre-arrest searches in discrete fields that will support data aggregation and analysis. (For definitions of these and other terms, please refer to the Glossary.) The result of these changes is comprehensive data on all MPD stops, which is available to the public on the MPD stop data page.

The most notable change in 2020 was a 43 percent reduction in stops per week compared to the 2019 reporting period. In addition, the proportion of stops that were traffic- or vehicle-related dropped from 61 percent in the 2019 report to 55 percent in 2020. This change was likely driven by the unique social changes during the COVID-19 public health emergency, including fewer people on the roads. This third report generally shows consistency in the nature of stops compared with the previous two reports. In addition to the information highlighted in this report, much of the data can be further analyzed by locations, demographics, or other variables. MPD encourages the public to review and analyze the data and ask us questions about it. These questions are an important part of the ongoing dialogue between MPD's Chief of Police, Robert J. Contee III, and community members about how MPD can best fulfill its roll to serve and protect our neighborhoods.

Why do police stop people?

Broad public safety indicators – **traffic crashes and fatalities**, **crime**, and **calls for service** – are the key drivers of stops made by MPD officers. Residents, workers, and visitors in the District all deserve a safe city.

Officers
make stops
for many
reasons,
including:



Receiving a call for service for a crime and conducting a stop based on information from a witness or credible source describing a suspect.



Observing a crime.



Identifying an area with frequent traffic violations and conducting stops to protect all roadway users – pedestrians, bicyclists, and motorists. This may be based on prior calls for service.



Serving a search or arrest warrant at the direction of the courts.

MPD recognizes that police officers, with their critical role in safeguarding the city and enforcing the laws and rules of government, have a unique professional and personal responsibility to protect individual rights. While some police stops are an essential component of keeping our residents safe, MPD is committed to working to mitigate systemic and implicit bias in the exercise of this police authority.

MPD officers are committed to fair, constitutional, and unbiased policing, and each stop must meet MPD's high standards. The individual experience of each person stopped is just as important – if not more so – as the data collected. While no one wants to be stopped by police because they have committed a traffic violation or because of a police investigation, police can build trust with that person and the community by ensuring stops are procedurally just. Officers must treat each person professionally and respectfully, and provide them with clear information about the reason for the stop.

Comprehensive strategies throughout the agency – and support from community and nongovernment partners – promotes successful policing. MPD is a diverse agency that more closely resembles the demographics of the city than any other major city police department. We strive to maintain this diversity by building and supporting a pool of young District residents who may be interested in a career with MPD through our Police Cadet Program and other initiatives. Our efforts to develop a department that meets high standards include rigorous hiring assessments of candidates, clear policy – which for two decades has prohibited biased policing – early intervention programs, and employee performance reviews.

A comprehensive training program gives MPD officers the knowledge and tools necessary to meet these high standards. We train officers on the importance of procedural justice and a proactive response if their colleagues are not policing appropriately.

Racial Demographics of MPD Officers and DC Population

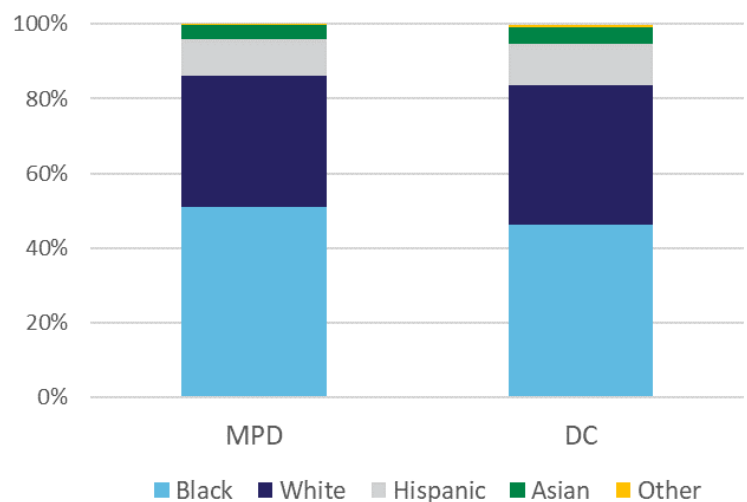


Figure 2: MPD vs. DC Racial Demographics

MPD has also developed innovative training programs in partnerships with:

- o The **University of the District of Columbia Community College**, which facilitates a training at the **National Museum of African American History and Culture** delving into the historical relationship between African Americans and law enforcement; and
- o The **U.S. Holocaust Museum**, which teaches officers about the role police played in the Holocaust and challenges them to reflect upon their responsibilities today.

MPD has also launched a program to provide all sworn members with the national Active Bystandership for Law Enforcement (ABLE) training, which equips officers with skills and tactics to successfully intervene to prevent harm and to create a law enforcement culture that supports peer intervention.

Nevertheless, some interactions do not meet expectations. Body-worn cameras and an independent complaint process through the [Office of Police Complaints](#) (OPC) help our efforts to hold officers accountable. Members of the public can help by reporting any interactions where they are not treated with respect or an officer does not meet standards to the OPC.

What are the next steps?

Following the initial release of stop data in the fall of 2019, MPD began working with The Lab @ DC and Georgetown University's Innovative Policing Program to develop an evidence-based research and policy agenda on police stops for the District. In the summer of 2020, Howard University joined this effort, and together with The Lab and Georgetown, helped develop and conduct a six-part workshop series in October 2020 to reimagine the role of police stops in public safety. This series convened more than 130 diverse stakeholders, including community members, advocates, academic experts, and executive and frontline law enforcement, to discuss three key questions:

- Is there racial bias in stops made by the DC Metropolitan Police Department (MPD)? If so, at what level(s) is this bias operating – individual, agency, and/or systemic?
- What are the effects of police stops? What are the benefits of this practice? What are the harms?
- What research and policy efforts can the District of Columbia and other jurisdictions undertake to better understand police stops and reduce harm while preserving public safety benefits?

The next step is for the partners at The Lab @ DC, Georgetown, and Howard to translate the insights shared during the workshops into the following deliverables:

- A white paper detailing the discussions/findings emerging from the workshop series;
- A suite of expert and evidence-based recommendations for harm-reducing policy and programmatic interventions related to stops for potential implementation (and evaluation) in DC and other interested jurisdictions; and
- A literature review and measurement guide for quantifying bias, harms, and benefits from stops, along with a research agenda on the role of stops in public safety for the District, to be translated into a request for proposals and, eventually, DC-specific evidence and recommendations.

These deliverables are currently in the final stages of development and we anticipate our partners will complete them by fall 2021.

While we will look to these products to inform our longer-term strategies, Chief Contee is committed to listening to and hearing the lived experiences of the city's community members. In March 2021, in partnership with Howard University, Chief Contee launched a series of listening sessions with community members. These listening sessions, which are facilitated by professionals from outside the Department, touch upon critical topics, such as the role of police in society, what should the police be doing, what should the police not be doing, and what other services does our community need to ensure public safety.

Chief Contee has also commissioned a national organization to conduct an organizational health assessment to review MPD's policies and practices related to diversity, inclusion, and equity in multiple areas, including race, gender, and sexual orientation, in functional domains such as recruiting and training, supervision, promotional processes, EEO processes, and internal investigations. External to the agency, the review will focus on the delivery of police services

and ensuring unbiased policing efforts. The review will include a specific focus on extremism, hate speech, and white supremacy – assessing processes and practices to eliminate the impacts of each within the Department.

MPD is also working with District agency partners to explore and design alternatives to police response. Earlier this year, Mayor Bowser announced the launch of Building Blocks DC and a Gun Violence Prevention Emergency Operations Center, appointing a director of gun violence prevention, Director Linda Harllee-Harper, to oversee this interagency effort. MPD is proud to support this work and welcomes the whole-of-government approach to tackling this complex crisis. MPD is also partnering with the Department of Behavioral Health (DBH) and the Office of Unified Communications to design a new pilot program to divert some mental health calls for service to DBH beginning in June 2021.

MPD looks forward to ongoing engagement with the community and our project partners to reimagine stops and policing, as informed by community input and sound research, policy, and practice.

Why isn't stop data comparable to Census data?

There are many reasons why a simple comparison of demographics between those who live in DC and those who are stopped in DC cannot accurately answer the question of bias. Fundamentally, bias needs to be measured in comparison to the rate of behavior that should lead to a police stop. An appropriate measure has thus far eluded researchers, but that does not mean we do not continue to seek to develop one. We caution readers not to simply compare the demographics of persons stopped in DC with the demographics of the city's population.

Racial bias could be a factor in generating such disparities, but a basic introductory research methods course in the social sciences would argue that other explanations may be contributing factors. For example, differences by race in the exposure to the police and/or the rates of committing offenses may also contribute to racial disparities in police stop decisions. It is well documented, for example, that due to historical differences in racial segregation, housing tenure, poverty, and other sociopolitical factors, minorities in the US are more likely to live in neighborhoods with higher rates of crime and disorder...Crude approximations of the population at risk for police contact are poor substitutes and can hide evidence of racial bias or lead to exaggerated estimates of racial bias.⁵

Researchers have previously attempted to develop accurate measures of police stops and population demographics in the District. In 2006, Lamberth Consulting published [Data Collection and Benchmarking of the Bias Policing Project](#), an independent study of MPD traffic stops funded by the U.S. Department of Justice. In the study, researchers measured the underlying behavior of drivers by collecting data at 20 locations around the city and compared the racial and ethnic demographics of drivers to that of those stopped by MPD. They found that the proportion of black and Hispanic motorists stopped was almost exactly what would be expected based upon the race of drivers observed at the intersections. They did find, however, that black and Hispanic pedestrians were stopped at disproportionately higher rates at two intersections.

There is growing scientific literature on methodologies for discerning racial discrimination in policing. Ridgeway and MacDonald⁶ provide a thorough review of the strengths and weakness of several benchmarks, such as population, observation, and arrest rates. Neil and Winship⁷ question many of the same assumptions underlying the use of these tests and recommend against the use of simple benchmarks like a comparison to overall population demographics.

MPD's new methods of collecting data make more valid, accurate analyses possible in the District. This work will likely be of great interest to cities nationwide. The issue of bias in the criminal justice system—beginning with public interactions with law enforcement—is an area of intense scrutiny throughout the country. In order to continue building, and in some cases re-build, relationships between police and the communities they serve, police departments need not just data, but strong analysis to help define specific areas for improvement and implement appropriate solutions.

What does the data tell us?

The stop data is presented in a few broad categories:



■ All Stops



- **Ticket Stops**, which are documented in the ticket database, with tickets for traffic-related infractions issued to vehicle drivers, bicyclists, or pedestrians.



- **Non-ticket Stops**, which are generally interactions that required some documentation in MPD's Record Management System (RMS). This includes any other police interaction where the person is not immediately free to leave, such as:
 - **Arrests**; or
 - **All other stops** that involve another public safety response, and may include investigative questioning, protective pat downs, or pre-arrest searches. These may end in mediation, education, a warning, check on the welfare, referral for services, transport for treatment, or a determination that no crime was committed.



All Stops

Outcomes

Of the **81,020** stops conducted by MPD in 2020, 79 percent of the individuals received a ticket or were arrested.



- **55 percent** of the stops ended with a ticket (warning or actual) for a traffic-related vehicle, bicycle, or pedestrian violation.

- **24 percent of the stops** ended with an arrest for a crime.

- **21 percent** ended with investigative questioning or other public safety response, such as transport to a hospital or checking on the welfare of an individual. Some of these stops may include a protective pat down and/or a pre-arrest search, but no arrest or ticket.

Most Frequent Stop

Looking at all stops, the most common stop was a traffic stop lasting less than 11 minutes with no searches, pat downs, or arrests. Most of these stops took place during the morning or evening rush hour, Tuesday through Thursday. Stops were equally likely to be in the Second District or the Sixth District and most frequently a vehicle with Maryland license plates. The most frequent subject of stops was a man, 25-30 years old. In the Second District, the driver was most likely white; in the Sixth District, he was most likely Black.

Stop Volume

Calls for police service are the most common reason for a police stop. But police do not conduct stops for most calls. Indeed, in 2020, MPD received approximately 574,000 calls for service, but only conducted 81,020 stops. To put that in context, in 2020, every hour MPD received 65 calls for service. Every hour, MPD made approximately nine stops in the city – five of which were ticket stops, two were arrests, and two were investigative stops.

Duration

The average duration of all stops was **less than 15 minutes**.

- **Ticket Stops:** For stops that ended in only a ticket for a traffic, bicycle, or pedestrian infraction, the average duration was less than 11 minutes.

- Almost all of these stops – 96 percent – were resolved in less than 30 minutes.

- **Non-Ticket Stops:** Stops that involved an arrest, search, or other type of police report, took less than 21 minutes on average.

- The vast majority of these stops – 84 percent – were resolved in less than 30 minutes.



Table 1: Average duration of stops.

	Average Duration	Proportion completed within	
		15 minutes	30 minutes
All Stops	15.1 minutes	74%	91%
Ticket Stops	10.6 minutes	88%	96%
Non-Ticket Stops	20.6 minutes	56%	84%

Note: The proportion completed within 30 minutes includes those stops completed within 15 minutes.

Demographics

The demographics of the persons stopped varies by stop type. It is important to note that some stops are not discretionary. For instance, arrests for fugitive or release violations, which was one of the charges in 17 percent of all arrests, are made pursuant to a court warrant or order.



All Stops

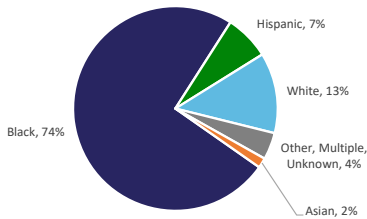


Figure 3:
Percent of all stops by race.⁴



Stops Resulting in Tickets

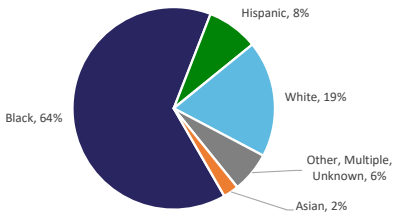


Figure 4:
Percent of ticket stops by race.



Non-Ticket Stops

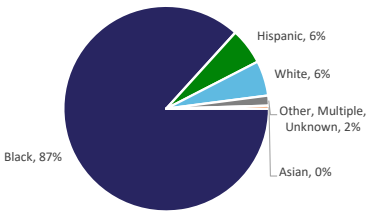


Figure 5:
Percent of non-ticket stops by race.

*Other includes demographic data for Unknown, Multiple Races, Native Hawaiian or Other Pacific Islander, American Indian or Alaska Native.

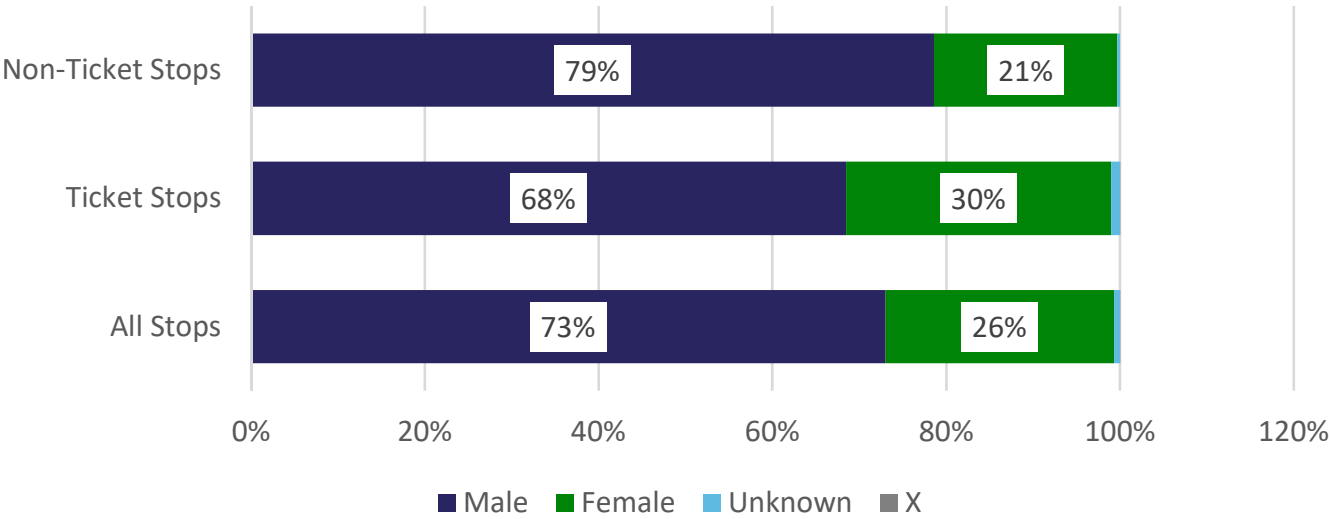


Figure 6:
Percent of stops by gender citywide.

Location

Enforcement activities vary by police district across the city. The Second District, which covers the largest geographic area, has the most ticket stops. The Sixth District, in the eastern corner of the city, has the most arrests. However, it is important to note that the services provided within a police district may affect the stop data for that police district. For example, the highest number of non-ticket stops are recorded at the Department's Youth and Family Services Division in the Sixth District, primarily for arrests on court orders. Similarly, arrests at the Central Detention Facility (the location with the second most non-ticket stops) and at the Superior Court of the District of Columbia (the location with the fourth most non-ticket stops), as well as stops on District waterways made by the Harbor Patrol Unit, are all included in the First District figures.

Table 2: Number of stops based on outcome (i.e., arrest, ticket, or other) by police district.

	1D	2D	3D	4D	5D	6D	7D	Unknown*	Citywide
Tickets	5,863	8,697	8,088	4,510	6,271	8,541	2,630	130	44,730
Arrests	2,391	1,730	2,152	2,040	3,024	4,381	3,795	17	19,530
Other Stops	2,548	1,618	2,016	2,000	2,095	2,988	3,488	7	16,760
Total - All Stops	10,802	12,045	12,256	8,550	11,390	15,910	9,913	154	81,020

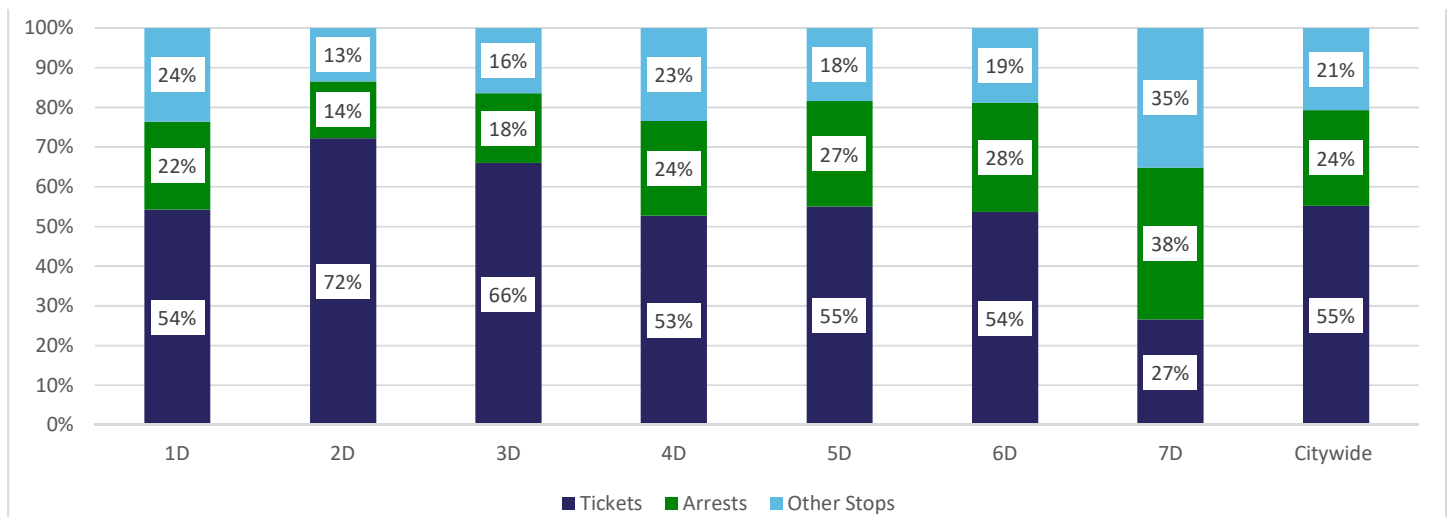
Note: These figures are subject to change due ongoing data quality audits and the inclusion of any delayed reports.

* Because Unknown locations are low compared to the other districts, Unknown is not included in subsequent geographical breakdowns across the report. They are, however, accounted for in all citywide figures.

** Arrests at the Central Detention Facility (the location with the second most non-ticket stops) and at the D.C. Superior Court (the location with the fourth most non-ticket stops), as well as stops on District waterways made by the Harbor Patrol Unit, are all included in the First District figures.

*** Highest number of non-ticket stops are recorded at the Department's Youth and Family Services Division in the Sixth District, primarily for arrests on court orders.

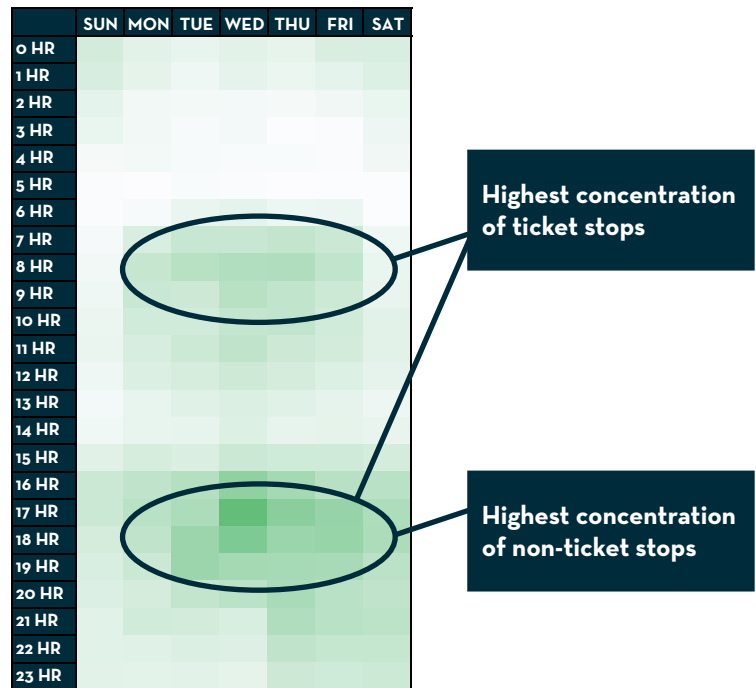
Figure 7: Types of stops based on outcome (i.e., arrest, ticket, or other) by police district.



Time and Day

The figure to the right shows the time and day that all stops occur. Ticket stops and non-ticket stops are most concentrated at different times and days of the week, as indicated by the darker shades of orange. Ticket stops peak during the weekday morning and evening rush hours. Non-ticket stops happen most often in the late afternoon or early evening, Tuesday through Saturday.

Figure 8: Heat map of the time and day of all stops.



Protective Pat Downs and Pre-Arrest Searches

The vast majority of all stops—85 percent—were resolved without a protective pat down (PPD) or any type of pre-arrest search (consent, probable cause, or warrant search) of either a person or property. In other words, 15 percent of stops involved contact between an officer and the subject or the subject's property. A stop may involve a protective pat down and/or more than one kind of pre-arrest search.

Of the stops that included any type of pre-arrest search:

- 46% included a protective pat down.
- 25% included a consent search.
- 28% included a probable cause search.
- 8% included a warrant search.

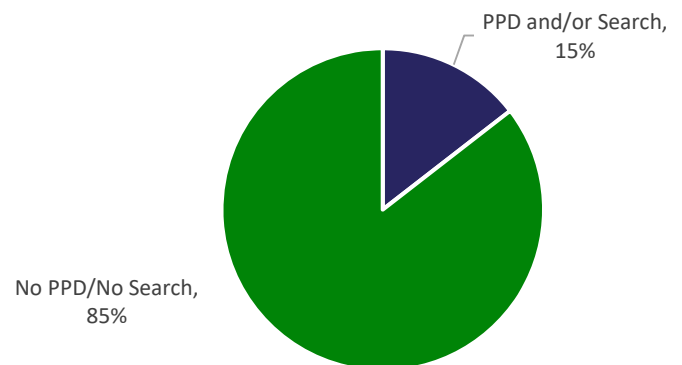


Figure 9:
Percent of all stops with and without
protective pat down and/or search.

The proportion of stops which included either a protective pat down and/or any type of pre-arrest search by each police district is outlined below. For example, 86 percent of all stops in the Fourth District are resolved without a protective pat down or pre-arrest search of person or property.

Table 3: Percent of all stops with and without protective pat down and/or search by police district

	1D	2D	3D	4D	5D	6D	7D	Citywide
No Search/No PPD	84%	94%	91%	86%	87%	84%	70%	85%
PPD and/or Search	16%	6%	9%	14%	13%	16%	30%	15%

Contraband Seized

Illegal contraband was seized in 20 percent of all stops in which a protective pat down or any type of pre-arrest search was conducted. The table below outlines the contraband types and the number of stops associated with contraband seizure. Different types of contraband may have been seized from a single stop. Notable takeaways include:

- Arrests were made in 74 percent of the stops in which contraband was seized.
- MPD officers seized 1,605 illegal guns as a result of all stops. This is a small percentage of all stops, but most stops have nothing to do with guns or gun violence. However, 69 percent of all guns seized last year were connected to a stop. *(The total number of guns seized is based on the total number of guns seized for each Criminal Complaint Number (CCN). The figure in the table below reflects the number of stops in which the officer completing the report indicated a gun was found during the stop. The number seized is higher than the number of stops because more than one gun may be seized.)*

Table 4: Types of contraband seized and number of stops associated with each type.

Type of Contraband	Number of Stops Where Seized
Other Weapon	211
Drug Paraphernalia	179
Stolen Property	218
Gun	782
Other	587
Narcotics	832
Vehicle	15

Table 5: Percent of stops with protective pat down or search resulting in contraband seized.

Type of search or PPD where contraband was seized	% of stops with PPD or search where contraband was seized
Protective Pat Down	11%
Consent Search	9%
Probable Cause Search	39%
Warrant Search	28%



Ticket Stops

Traffic fatalities increased by 37 percent (10 fatalities) in 2020. This follows a decrease of nine fatalities in 2019. The stop data demonstrates MPD's strong commitment to the District's critical Vision Zero goal to eliminate traffic fatalities.

- **Fifty-five percent** of all MPD stops ended with one or more traffic tickets being issued to a driver, bicyclist, or pedestrian. (And as noted under non-ticket stops, 13 percent of arrests included a traffic-related charge.)
- **Only 31 percent** of vehicles stopped for traffic violations were registered in the District; 69 percent were registered in other states.

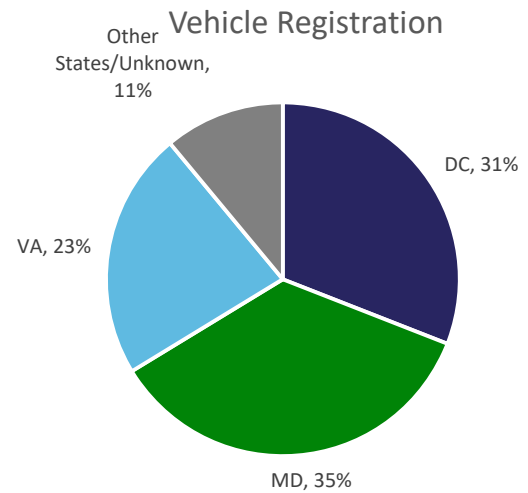


Figure 10: State of vehicle registration for all ticket stops.

69%

of the vehicles stopped for traffic violations were registered outside of the District



- **One out of three tickets** issued by MPD were warnings; **two-thirds** were actual tickets.
- Officers conducted 88 percent of traffic stops after seeing a moving violation (76%) or an equipment violation (12%). The rest were in response to a call for service (6%) or a crash (5%).
- Approximately 58,000 tickets were issued in approximately 44,400 ticket stops, for an average of 1.3 tickets per ticket stop.⁶ Almost a third (32%) of all tickets were warning tickets.

Table 6: State of vehicle registration for ticket stops by police district.

State of Vehicle Registration	1D	2D	3D	4D	5D	6D	7D	Citywide
DC	28%	28%	31%	39%	31%	31%	32%	31%
MD	34%	36%	35%	36%	39%	34%	31%	35%
VA	25%	24%	21%	14%	19%	27%	28%	23%
Other States / Unknown*	13%	12%	13%	10%	10%	8%	9%	11%
Total	100%	100%	100%	100%	100%	100%	100%	100%

*Unknown includes pedestrian and bicycle moving violations.

Table 7: Percent of stops with ticket(s) issued by race.

Race	1D	2D	3D	4D	5D	6D	7D	Citywide
Black	62%	35%	54%	61%	75%	91%	92%	64%
White	21%	39%	26%	15%	9%	3%	3%	19%
Hispanic	7%	10%	9%	17%	9%	3%	2%	8%
Other, Multiple, Unknown	7%	12%	8%	5%	6%	2%	3%	6%
Asian	3%	5%	3%	2%	1%	1%	1%	2%

*Other includes demographic data for Multiple Races, Native Hawaiian or Other Pacific Islander, American Indian or Alaska Native.

**Unknown includes individuals who declined to provide demographic information.



Non-Ticket Stops

Non-ticket stops include all arrests, regardless of whether the interaction began as a stop for a vehicle, bicycle, or pedestrian violation. It also includes any other stops that did not begin as a traffic violation, but did not end in arrest.

Arrest Charges

During the reporting period, the majority of arrests included one of three most common charge types:

- **28%** of arrests included charge(s) of simple assault. Simple assault charges are common in domestic / intrafamily violence incidents, most of which are mandatory arrests under District law. (D.C. Official Code § 16-1031)
- **17%** of arrests included charge(s) for fugitive from justice or a release violation. These reflect charges made pursuant to a warrant or court order.
- **13%** of arrests included criminal traffic charge(s), including arrests for impaired driving, driving more than 30 miles an hour over the speed limit, leaving after colliding, and driving without a license.

One arrest may have included more than one of these categories. More than one-third – 37 percent – of arrests in 2020 included multiple criminal charges.

Most Frequent Arrest Charges

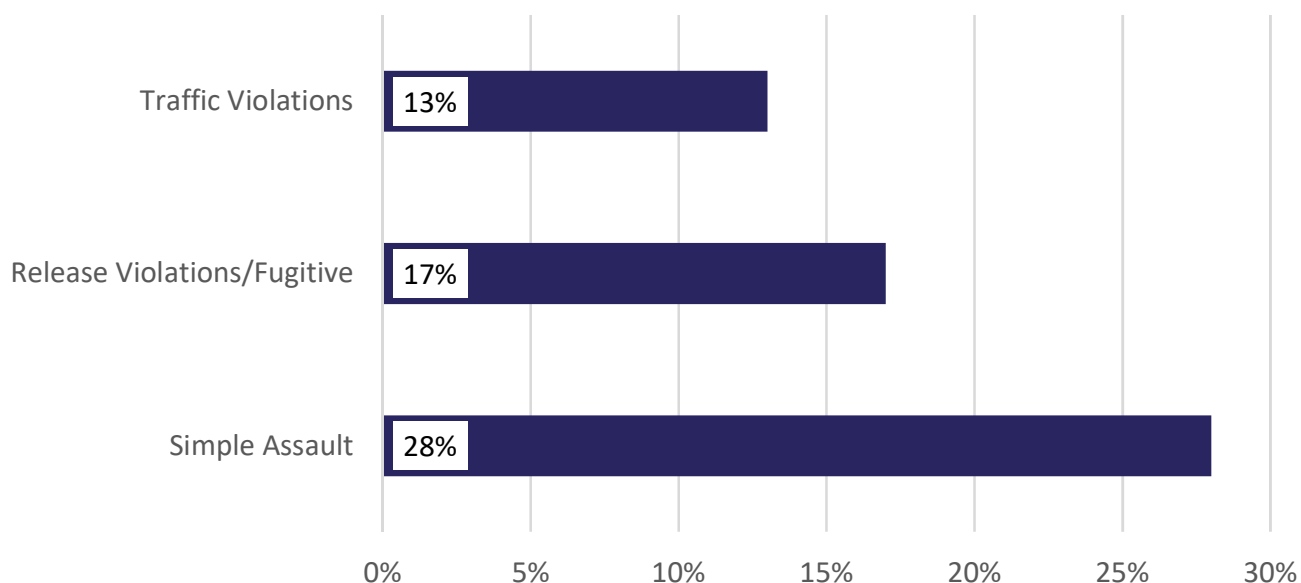


Figure 11: Most frequent arrest charges as a percent of all charges. One arrest may have multiple charges.

Reason for the Stop

If an officer has reasonable suspicion that an individual has committed, is committing, or is about to commit any crime, the officer has the authority to stop the individual and determine whether probable cause exists to make an arrest. Officers must be able to articulate reasonable suspicion, based on the totality of the circumstances and their training and experience. Given the nature and complexity of some stops, in the MPD records management system, officers may select more than one reason for non-ticket stops from the list below. For more information about the reasons for conducting a stop and the terms used below, please refer to MPD policy, [General Order 304.10: Field Contacts, Stops, and Protective Pat Downs](#).

Table 8: Reason for non-ticket stop as a percent of total stops. One stop may have multiple reasons

% of non-ticket stops mentioning the following reasons for the stop:	1D	2D	3D	4D	5D	6D	7D	Citywide
Call for service	35%	53%	43%	44%	40%	35%	37%	40%
Individual's actions ⁹	21%	20%	26%	19%	23%	18%	24%	22%
Traffic violation	11%	8%	10%	11%	10%	20%	13%	13%
Be on the Lookout (BOLO)	16%	15%	15%	13%	15%	10%	9%	13%
Suspicion of criminal activity (self-initiated)	10%	9%	7%	10%	8%	7%	15%	10%
Warrant/court order	13%	2%	4%	8%	8%	11%	11%	9%
Information obtained from law enforcement sources	10%	4%	8%	6%	12%	8%	7%	8%
Individual's characteristics ¹⁰	3%	3%	8%	5%	8%	6%	11%	7%
Information obtained from witnesses or informants	8%	8%	8%	4%	6%	4%	5%	6%
Prior knowledge	4%	2%	4%	4%	4%	4%	4%	4%
Demeanor during a field contact	2%	1%	2%	2%	4%	3%	4%	3%
Observed a weapon	1%	0%	1%	1%	1%	1%	2%	1%
Response to crash	1%	1%	1%	1%	1%	1%	1%	1%

Demographics

The racial demographics of non-ticket stops vary by police district. As noted earlier, the First and Sixth Districts contain centralized processing locations where larger numbers of arrests (primarily due to court warrants and orders) may occur.

Table 9: Racial demographics of non-ticket stops

Race	1D	2D	3D	4D	5D	6D	7D	Citywide
Black	87%	65%	76%	76%	90%	96%	97%	87%
Hispanic	3%	8%	13%	18%	4%	2%	1%	6%
White	7%	22%	9%	4%	4%	1%	1%	6%
Other, Multiple, Unknown	2%	4%	2%	1%	1%	1%	1%	2%
Asian	1%	2%	1%	0%	0%	0%	0%	0%

*Other includes demographic data for Unknown, Multiple Races, Native Hawaiian or Other Pacific Islander, American Indian or Alaska Native.

Endnotes

1. As part of its commitment to transparency and accountability, MPD makes police policies available to the public on the [MPD website](#), and has been making more data available online over the past three years. The open data sets on the [MPD website](#) include arrests, hate crimes, and police stops.
2. There is a time lag for data on some traffic stops. Some traffic tickets are still handwritten, delivered to the DMV, and then entered into data systems by DMV contractors. The current estimate is that approximately 19 percent of traffic tickets are handwritten, and most, but not all, of the handwritten tickets issued during the reporting period have already been entered into DMV's data system and included in this report.
3. As of February 23, 2021, MPD's sworn members were 51 percent black, 35 percent white, 10 percent Hispanic, 4 percent Asian, and less than 1 percent other races, compared to a city population that is 46 percent Black, 37 percent non-Hispanic or Latino White, 11 percent Hispanic or Latino, 4 percent Asian, and 1 percent all other races.
4. Racial and ethnic demographic categories are based on those used by the United States Census. Ticket stop data includes nine stops in which the subject identified their gender by the non-binary designation, X.
5. Some of the items identified as "Other" range from bolt cutters to stolen personal goods.
6. Officers may issue multiple tickets during traffic stops because they are required by District law to ask drivers for proof of insurance. If the driver cannot provide proof of insurance, District law requires officers to issue two separate tickets: one is a \$30 ticket for failure to show proof of insurance and the other is a \$500 ticket for the vehicle owner permitting or operating without proper insurance. These two tickets are in addition to the underlying violation(s) for which an officer stopped the vehicle. Moreover, officers may issue multiple tickets for egregious violations.
7. Includes Threats to Kidnap/Injure a Person/Damage Property and Threats to do Bodily Harm.
8. If one arrest includes multiple charges under the same category, that category is counted once for that particular arrest. The final percentage for each category is the number of arrests with at least one charge under a category divided by the total number of arrests. This methodology differs slightly from the calculations presented on the September 2019 Stop Data Report. In that report, the final percentages were equivalent to the total number of charges by category and arrest divided by the total number of arrests.
9. Individual's Actions: An individual may be fleeing from an actual or possible crime scene, hiding, discarding possible items of evidence, be in the area of a known offense soon after its commission or in an area known for the type of criminal activity on which the suspicion is based, or be in an area during a time of day during which criminal activity of the kind suspected might usually occur (e.g., a late hour when it would be unusual for individuals to be in a certain area). ([MPD General Order 304.10 Field Contacts, Stops, and Protective Pat Downs](#))
10. Individual's Characteristics: An individual may generally fit the description of an individual wanted for a known offense. The individual may seem to be suffering from a recent injury related to a known offense, fatigued from running, overly nervous, under the influence of alcohol or drugs, or other factors may exist that tie the individual to an offense. ([MPD General Order 304.10 Field Contacts, Stops, and Protective Pat Downs](#))



METROPOLITAN POLICE DEPARTMENT

STOP DATA REPORT

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