STATE OF CONNECTICUT

TRAFFIC STOP DATA ANALYSIS AND FINDINGS, 2015-16

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FORWARD

> *Racial profiling sends the dehumanizing message to our citizens that they are judged by the color of their skin and harms the criminal justice system by eviscerating the trust that is necessary if law enforcement is to effectively protect our communities.*

US Department of Justice
June 17, 2003

Racial profiling is commonly understood as the practice of using the race or ethnicity of an individual as a factor in decision making outside of specific suspect descriptions. Although racial profiling has historic roots in sanctioned government actions, in today's America there is a general consensus that it is not only misguided, but harmful to both our country as a whole and the particular relationships between law enforcement and minority communities.

As with many laws, it is often a high profile event that sparks action. Upon a 1998 Department of Justice investigation into the activities of the New Jersey State Police, then President Clinton directed federal agencies to begin collecting data on race and ethnicity on those stopped or searched by federal agents. Shortly thereafter federal, state and local laws and administrative actions banning racial profiling, especially in traffic stops, became commonplace. Aside from banning the use of profiling, these efforts are usually coupled with mandates to collect and analyze data – with an initial emphasis on traffic stops. The underlying belief in this approach is that the conversation on profiling will move from an individual to a collective understanding of police practices and therefore allow all stakeholders to adopt measures to address any highlighted findings.

Since their inception, these collection and analysis methods usually focus on the amount of disparities in stops, not whether profiling exists. The methods have become more nuanced as they are informed by past practices. Yet to date, there is no one method that all stakeholders routinely agree adequately addresses the issue. This often leads to arguments as to the legitimacy of a particular report's findings and has the effect of keeping all parties from moving past the simple question as to whether disparities exist. Notwithstanding, twenty years since the first racial profiling laws went on the books, there remains general consensus and a heightened urgency that something must be done to rectify relationships between police and minority community members.

Connecticut's racial profiling law, the Alvin W. Penn Act, follows along this national historical arc. First enacted in 1999, its genesis was the highly publicized traffic stop of then State Senator Alvin W. Penn. In addition to banning racial profiling, the law mandated data collection and a study to be produced by the State's Attorney. In 2003 the legislature reinstated the law's mandates for data collection and report submission, and moved the administrative oversight of the project to the African American Affairs Commission. A subsequent study was not produced and the law and collection process was generally overlooked until a 2012 US DOJ investigation into patterns and practices of discriminatory policing within the East Haven Police Department.

Following the highly publicized incidents in East Haven, policymakers returned focus to the Alvin W. Penn Act. After significant deliberation, the main changes in the newly revised Penn Act were threefold: 1) the mandate of electronic submission of data by police agencies; 2) the shift in administrative oversight to the Office of Policy of Management; and 3) the creation of the CT Racial Profiling Prohibition Project Advisory

Board. In addition, with the assistance of a federal funded grant, the law garnered resources to assure implementation.

Since first gathering in 2012, the Advisory Board has strived to bring together diverse stakeholders to chart a transparent, inclusive and data-driven path towards better relationships between police and community members. These participants bring a variety of perspectives to the conversation and include members from Connecticut state government, state and local police, researchers, and civil rights advocacy groups. Through multiple meetings, public forums and individual conversations, members have come to a much greater understanding of each other's beliefs and backgrounds in an effort to gain consensus as to how best to move forward with implementing the Penn Act.

This collective action has allowed Connecticut to take a much more comprehensive approach at addressing the issue of how to implement a racial profiling law. Through a deliberative decision making process, advisory board members agreed to create a statewide analytical tool to effectively screen out the departments with the highest disparities. From there, a process was outlined to gather and publish information that would allow both police departments and the public to understand why these disparities exist.

The findings in this year's report are another important step towards fostering a transparent dialogue between law enforcement and the public at large in Connecticut. In addition to an analysis of an additional full year of statewide traffic stop data (October 2015 to September 2016), this report also contains an analysis of three years of traffic stop data from October 2013 to September 2016. Taking advantage of the full aggregate three-year sample is valuable as it allows for the analysis of departments which have a small annual sample. Further, the larger overall sample within individual departments also allows for the inclusion of a more rigorous set of controls in many of the statistical tests.

This report is evidence that Connecticut remains well positioned to lead the nation in addressing the issue of racial profiling and increasing trust between the public and law enforcement. That achievement is possible through the participation and cooperation of the Racial Profiling Prohibition Project Advisory Board members.

The information contained in this report strengthens the foundation for an evolving dialogue around this important issue. Connecticut's data-driven approach allows the conversation to move beyond anecdotal and position-based views on the issue. An atmosphere of open-mindedness, empathy, and honesty remains necessary to successfully engage in a conversation about how to ensure fairness in the criminal justice system that will ultimately lead to sustained police legitimacy and a safer, more just society.

> *Over the years, thousands of police officers have laid down their lives for their fellow citizens while hundreds of thousands more have been injured while protecting their communities. The nation owes all of those officers, as well as those who are still on patrol today, an enormous debt of gratitude.*
>
> *At the same time, it is also clear that the history of policing has also had darker periods.*
>
> *There have been times when law enforcement officers, because of the laws enacted by federal, state, and local governments, have been the face of oppression for far too many of our fellow citizens. In the past, the laws adopted by our society have required police officers to perform many unpalatable tasks, such as ensuring legalized discrimination or even denying the basic rights of citizenship to many of our fellow Americans….*

…While we obviously cannot change the past, it is clear that we must change the future. We must move forward together to build a shared understanding. We must forge a path that allows us to move beyond our history and identify common solutions to better protect our communities.

International Association of Chiefs of Police President Terrence Cunningham
October 17, 2016

I'd like to thank the Advisory Board and the broader community in recognition of the work that's been done in Connecticut. Our state has set a national standard for addressing this difficult issue. Our efforts have been made possible by the concerns and interests of the general public and law enforcement.

Sincerely,

Bill Dyson
Advisory Board Chair

EXECUTIVE SUMMARY OF FINDINGS

The Alvin W. Penn Racial Profiling Prohibition Act (Public Act 99-198) was first enacted in 1999 in the State of Connecticut. The law prohibits any law enforcement agency in the state from stopping, detaining, or searching motorists when the stop is motivated solely by considerations of the race, color, ethnicity, age, gender, or sexual orientation of that individual (Connecticut General Statutes Sections 54-1l and 54-1m). In 2012 and 2013, in response to the US Justice Department's documentation of racial profiling by members of the East Haven Police Department, the Connecticut General Assembly made several changes to the law in an effort to ensure its effective implementation. In accordance with these changes, police agencies began collecting data pertaining to all traffic stops on October 1, 2013.

In 2012, the Racial Profiling Prohibition Project Advisory Board was established to advise the Office of Policy and Management (OPM) in adopting the law's standardized methods and guidelines. The Institute for Municipal and Regional Policy (IMRP) at Central Connecticut State University was tasked to help oversee the design, evaluation, and management of the racial profiling study mandated by Public Act No. 12-74 and Public Act No. 13-75, "An Act Concerning Traffic Stop Information." The project staff worked with the state's Criminal Justice Information System (CJIS) to develop a system to collect consistent and universal traffic stop information and submit it to CJIS electronically on a monthly basis.

In Connecticut, there are a total of 93 municipal police departments: 29 departments employing more than 50 officers, 50 employing between 20 and 50 officers, and 14 with fewer than 20 officers. State police are comprised of 11 distinct troops. Although there are an additional 80 jurisdictions that do not have organized police departments and are provided police services by the state police, either directly or through provision of resident troopers, these stops were categorized with their overarching state police troops. Additionally, a total of 13 special agencies have the authority to conduct traffic stops.

As per section 54-1m of the Connecticut General Statutes, the IMRP is required to submit an annual report analyzing traffic stops records for all police departments in Connecticut. This is the third report published by the IMRP and presents the results from an analysis in two parts, (1) a study of the 560,000 traffic stops conducted during the 12-month study period from October 1, 2015 through September 30, 2016 and (2) a study of the more than 1,755,000 traffic stops conducted over the first three years of this initiative from October 1, 2013 to September 30, 2016.

E.1: THE METHODOLOGICAL APPROACH OF THE ANALYSIS

Assessing racial disparities in policing data has been used for the last two decades as a policy tool to evaluate whether there exists the possibility that racial bias is occurring within a given jurisdiction. Although there has always been widespread public support for the equitable treatment of individuals across racial demographics, recent national headlines have brought this issue to the forefront of American consciousness and created a national debate about policing practices. The statistical evaluation of policing data in Connecticut is one important step towards developing a transparent dialogue between law enforcement and the public at large. As such, it is the goal of this report to present the results of that evaluation in the most transparent and unbiased manner possible.

The research strategy underlying the statistical analysis presented in this report was developed with three guiding principles in mind. Each principle was considered throughout the research process and when selecting the appropriate results to display publicly. A better understanding of these principles helps to

frame the results presented in the technical portions of the analysis. In addition, by presenting these principles at the onset of the report, readers have a better context to understand the framework of the approach.

> *Principle 1: Acknowledge that statistical evaluation is limited to finding racial and ethnic disparities that are indicative of racial and ethnic bias but that, in the absence of a formal procedural investigation, cannot be considered comprehensive evidence.*

> *Principle 2: Apply a holistic approach for assessing racial and ethnic disparities in Connecticut policing data by using a variety of approaches that rely on well-respected techniques from existing literature.*

> *Principle 3: Outline the assumptions and limitations of each approach transparently so that the public and policy makers can use their judgment in drawing conclusions from the analysis.*

Six distinct analytical tools were used to evaluate whether racial and ethnic disparities are present in the Connecticut policing data. The three techniques contained in Part I, Section I.B. are descriptive in nature and should be viewed with a degree of caution.[1] These techniques are, however, extremely useful in helping to identify irregularities in the data and create a context that helps to better understand the results of more advanced statistical techniques. The three descriptive analytical tools applied in the analysis are presented in both the one year and three year analysis of data.

In addition to the descriptive measures, researchers also apply a method referred to as the *Veil of Darkness* to assess the existence of racial and ethnic disparities in stop data. The *Veil of Darkness* is a statistical technique that was developed by Jeffery Grogger and Greg Ridgeway (2006) and published in the *Journal of the American Statistical Association*. The *Veil of Darkness* examines a restricted sample of stops occurring during the "inter-twilight window" and assesses relative differences in the ratio of minority to non-minority stops that occur in daylight as compared to darkness. The assumption of this technique is that if police officers are profiling motorists, they are more likely to do so during daylight hours when race and ethnicity are more easily discernible. This analytical approach is considered to be the most rigorous and broadly applicable of all the tests presented in this report.

Another analytical tool used is the synthetic control analysis that has the same intuitive appeal as traditional population-based benchmarks but remains grounded in rigorous statistical theory. A synthetic control is a unique benchmark constructed for each individual department using various stop-specific and town-level demographic characteristics as captured through inverse propensity score weighting. The synthetic control is then used to assess the effect of treatment on an outcome variable(s). In the present context, treatment is defined as a traffic stop made by a specific municipal police department and the outcome variable(s) indicates whether a motorist is a racial or ethnic minority.

Lastly, researchers apply an analysis of hit-rates using the classic approach developed by Knowles, Persico and Todd (2001). Although some criticism has risen concerning the technique, it contributes to an understanding of post-stop police behavior in Connecticut.

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[1] The justification behind this cautionary note is presented in Part I, Section I.A

E2: TRAFFIC STOP ANALYSIS AND FINDINGS, 2015-16

E.2A: Findings from the Analysis of Policing Data, 2015-2016

A total of 14.7% of motorists stopped during the analysis period were observed to be Black. A comparable 13.1% of stops were of motorists of Hispanic descent. The results presented in the state-level Veil of Darkness analysis provide strong evidence that a disparity exists in the rate of minority traffic stops by both municipal and State Police departments in the 2015 to 2016 sample. The level of significance remains relatively consistent for both groups when the sample is reduced to only moving violations. This, we conclude that these results are relatively robust and that the State Police disparity is likely driving much of the overall statewide disparity. The results from the post-stop analysis confirm that the disparity carries through to post-stop behavior across all racial and ethnic groups. In aggregate, Connecticut police departments exhibit a strong tendency to be less successful in motorist searches across all minority groups. Again, it is impossible to clearly link these observed disparities to racial profiling as these differences may be driven by any combination of policing policy, heterogeneous enforcement patterns, or individual officer behavior.

Although there is evidence of a disparity at the state level, it is important to note that it is likely that specific departments are driving these statewide trends. In an effort to better identify the source of these racial and ethnic disparities, each analysis was repeated at the department level. The departments that were identified as having a statistically significant disparity are likely to be having the largest effect on the statewide results. Although it is possible that specific officers within departments that were not identified may be engaged in racial profiling, if these behaviors existed, they were not substantial enough to influence the department level results. It is also possible that a small number of individual officers within the identified departments are driving the department level results.

The six municipal departments and one state police troop identified to exhibit a statistically significant racial or ethnic disparity include:

Berlin

The Berlin municipal police department was observed to have made 25.6 percent minority stops of which 13.3 percent were Hispanic and 9.4 percent were Black motorists from October 2015 to September 2016. The annual VOD analysis indicated a statistically significant disparity in the rate that black and Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a black motorist was stopped during daylight was 3.4 times larger than the odds during darkness. The odds that a Hispanic motorist was stopped during daylight was 1.7 times larger than during darkness. These results were statistically significant at the 99 and 95 percent level respectively and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. Similarly, the synthetic control revealed a disparity in the rate in which both black and Hispanic motorists were stopped that was statistically significant at the 95 and 99 percent level respectively.

Meriden

The Meriden municipal police department was observed to have made 46.9 percent minority stops of which 31.6 percent were Hispanic and 14.2 percent were Black motorists from October 2015 to September 2016. The annual VOD analysis indicated a statistically significant disparity in the rate that black motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a black motorist was stopped during daylight was 2.6 times larger than the odds during darkness. These results were statistically significant at the 95 percent level and robust to the inclusion of

a variety of controls, officer fixed-effects, and a restricted sample of moving violations. Similarly, the synthetic control revealed a disparity in the rate that Hispanic motorists were stopped which was statistically significant at the 99 percent level respectively.

Monroe

The Monroe municipal police department was observed to have made 16 percent minority stops of which 7.5 percent were Hispanic and 7 percent were Black motorists from October 2015 to September 2016. The annual VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 1.7 times larger than the odds during darkness. These results were statistically significant at the 95 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. The hit-rate for white non-Hispanic motorists was 42.9 percent while that for black motorists was 8.3 percent and that differences was statistically significant at the 95 percent level.

Newtown

The Newtown municipal police department was observed to have made 16.2 percent minority stops of which 7.1 percent were Hispanic and 7 percent were Black motorists from October 2015 to September 2016. The annual VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 2.3 times larger than the odds during darkness. These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations.

Norwich

The Norwich municipal police department was observed to have made 39.2 percent minority stops of which 14.9 percent were Hispanic and 20.6 percent were Black motorists from October 2015 to September 2016. The annual VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 1.6 times larger than the odds during darkness. These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations.

Ridgefield

The Ridgefield municipal police department was observed to have made 19.2 percent minority stops of which 11.3 percent were Hispanic and 5 percent were Black motorists from October 2015 to September 2016. The annual VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 2.5 times larger than the odds during darkness. These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations.

Troop B

The State Police Troop B was observed to have made 11.9 percent minority stops of which 4.7 percent were Hispanic and 5 percent were Black motorists from October 2015 to September 2016. The annual VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist

was stopped during daylight was 2 times larger than the odds during darkness. These results were statistically significant at the 95 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations.

In addition to the six municipal police departments and one state police troop identified to exhibit statistically significant racial or ethnic disparities in the VOD analysis, five departments were identified using the descriptive tests. The descriptive tests are designed as a screening tool to identify the jurisdictions where consistent disparities that exceed certain thresholds have appeared in the data. They compare stop data to three different benchmarks: (1) statewide average, (2) the estimated driving population, and (3) resident-only stops. Although it is understood that certain assumptions have been made in the design of each of the three measures, it is reasonable to believe that departments with consistent data disparities that separate them from the majority of other departments should be subject to further review and analysis with respect to the factors that may be causing these differences.

The five municipal departments identified to exhibit a significant racial or ethnic disparity using the descriptive measures include:

Wethersfield

The Wethersfield municipal police department was observed to have made 48.4 percent minority stops of which 28.1 percent were Hispanic and 18.7 percent were Black motorists from October 2015 to September 2016. The descriptive analysis indicated that the department exceeded the disparity threshold level in all three benchmark areas as well as in all nine possible measures. Wethersfield received a disparity score of 8.5 out of a possible nine points, indicating consistently significant racial and ethnic disparities in traffic stops. Similarly, the synthetic control revealed a disparity in the rate in which Hispanic motorists were stopped that was statistically significant at the 99 percent level.

East Hartford

The East Hartford municipal police department was observed to have made 69.2 percent minority stops of which 27.9 percent were Hispanic and 39.6 percent were Black motorists from October 2015 to September 2016. The descriptive analysis indicated that the department exceeded the disparity threshold level in all three benchmark areas as well as in six of the nine possible measures. East Hartford received a disparity score of 6.0 out of a possible nine points.

Stratford

The Stratford municipal police department was observed to have made 53.4 percent minority stops of which 19.8 percent were Hispanic and 31.2 percent were Black motorists from October 2015 to September 2016. The descriptive analysis indicated that the department exceeded the disparity threshold level in all three benchmark areas as well as in six of the nine possible measures. Stratford received a disparity score of 6.0 out of a possible nine points.

Darien

The Darien municipal police department was observed to have made 32.3 percent minority stops of which 18.4 percent were Hispanic and 11.4 percent were Black motorists from October 2015 to September 2016. The descriptive analysis indicated that the department exceeded the disparity threshold level in two of the three benchmark areas as well as in five of the nine possible measures. Darien received a disparity score of 4.5 out of a possible nine points.

Trumbull

The Trumbull municipal police department was observed to have made 37.4 percent minority stops of which 14.2 percent were Hispanic and 20.7 percent were Black motorists from October 2015 to September 2016. The descriptive analysis indicated that the department exceeded the disparity threshold level in two of the three benchmark areas as well as in five of the nine possible measures. Trumbull received a disparity score of 4.5 out of a possible nine points.

E.2B: Conclusions and Next Steps

The entirety of the initial 2015-2016 statewide traffic stop data analysis as presented in this report is utilized as a screening tool by which the Advisory Board and project staff can focus resources on those departments displaying the greatest level of disparities in their respective stop data. As noted previously, racial and ethnic disparities in any traffic stop analysis do not, by themselves, provide conclusive evidence of racial profiling. Statistical disparities do, however, provide significant evidence of the presence of idiosyncratic data trends that warrant further analysis.

By conducting in-depth follow-up analyses on the departments identified through the screening process, the public has a better understanding as to why and how disparities exist. This transparency is intended to assist in achieving the goal of increasing trust between the public and law enforcement.

Therefore, an in-depth follow-up analysis will be conducted for the following departments based on our analytical results for traffic stops performed from October 1, 2015 through September 30, 2016: **(1) Berlin, (2) Monroe, (3) Newtown, (4) Norwich, (5) Ridgefield, (6) Darien, and (7) Troop B**. None of these seven departments have been identified in previous reports. As in previous years, police administrators from these departments will be invited to be an integral part of the follow-up analysis.

In addition to being identified with racial and ethnic disparities in this study, five departments were identified with racial and ethnic disparities in previous reports. Some of these departments warrant limited additional analysis, while others do not. An explanation for each department has been provided below:

> East Hartford was identified in both the Year 1 (Traffic Stop Data Analysis and Findings, 2013-14) and Year 2 (Traffic Stop Data Analysis and Findings, 2014-15) studies. An in-depth follow-up analysis, with recommendations, was conducted following the Year 1 study. East Hartford's racial and ethnic disparities have remained fairly consistent in each of the annual studies. Based on the results of the previous follow-up analysis and our further understanding of traffic stop enforcement in East Hartford, we do not believe a full follow-up analysis is necessary. However, the department should continue to review and monitor traffic enforcement policies to evaluate the disproportionate effect they could be having on minority drivers. They should also continue to take steps to assure that its minority community is fully engaged in the process of understanding why the allocation of enforcement resources are made and what outcomes are being achieved.

> Meriden was identified in the Year 2 (Traffic Stop Data Analysis and Findings, 2014-15) study. An in-depth follow-up analysis, with recommendations, was conducted following the Year 2 study. However, Meriden was not previously identified with statically significant racial and ethnic disparities in the VOD methodology. Based on the results of the previous follow-up analysis and our further understanding of traffic enforcement in Meriden, we do not believe a full follow-up analysis is necessary. However, based on the new disparities identified using the VOD methodology, we will conduct a limited analysis to verify our previous conclusions.

Stratford was identified in both the Year 1 (Traffic Stop Data Analysis and Findings, 2013-14) and Year 2 (Traffic Stop Data Analysis and Findings, 2014-15) studies. An in-depth follow-up analysis, with recommendations, was conducted following the Year 1 study. Stratford's racial and ethnic disparities have remained fairly consistent in each of the annual studies. Based on the results of the previous follow-up analysis and our further understanding of traffic enforcement in Stratford, we do not believe a full follow-up analysis is necessary. However, the department should continue to review and monitor traffic enforcement policies to evaluate the disproportionate effect they could be having on minority drivers. The department should also continue to take steps to assure that its minority community is fully engaged in the process of understanding why the allocation of enforcement resources are made and what outcomes are being achieved.

Trumbull was identified in the Year 2 (Traffic Stop Data Analysis and Findings, 2014-15) study. An in-depth follow-up analysis, with recommendations, was conducted following the Year 2 study. Trumbull's racial and ethnic disparities have remained fairly consistent in each of the annual studies Based on the results of the previous follow-up analysis and our further understanding of traffic stop enforcement in Trumbull, we do not believe a full follow-up analysis is necessary. The department should continue to review its traffic enforcement policies to evaluate the extent to which they may have a disproportionate effect, particularly with respect to black drivers.

Wethersfield was identified in both the Year 1 (Traffic Stop Data Analysis and Findings, 2013-14) and Year 2 (Traffic Stop Data Analysis and Findings, 2014-15) studies. An in-depth follow-up analysis, with recommendations, was conducted following both the Year 1 and Year 2 studies. Notwithstanding, the town's racial and ethnic disparities have increased each subsequent year. Based on the results of the two previous follow-up analyses, we do not believe a third follow-up analysis will provide any additional information that would significantly alter our understanding of the factors influencing disparities in their traffic stop data. We recommend that the Connecticut Racial Profiling Prohibition Advisory Board review previous years' findings and provide guidance for appropriate next steps.

E.3: TRAFFIC STOP ANALYSIS AND FINDINGS, 2013-16

E.3A: Findings from the Analysis of Policing Data, 2013-16

A total of 14.1% of motorists stopped during the analysis period were observed to be Black. A comparable 12.5% of stops were of motorists of Hispanic descent. The results presented in the state-level Veil of Darkness analysis provide strong evidence that a disparity exists in the rate of minority traffic stops by both municipal and State Police departments in the combined 2013 to 2016 sample. Throughout, the disparity persists through the inclusion of both municipal departments as well as officer fixed-effects. Further, the level of significance grows across all specifications when the sample is restricted to moving violations.

One overarching observation is that the largest and most persistent disparities driving the VOD results statewide are likely coming from the State Police. Not only are these results strong across all specifications and robustness checks with a high degree of confidence, but the large overall sample size means that they exert more influence on the overall average effect for the mixed sample. The results from the post-stop analysis confirm that the disparity carries through to post-stop behavior across all racial and ethnic groups. In aggregate, Connecticut police departments exhibit a strong tendency to be less successful in motorist searches across all minority groups. Again, it is impossible to clearly link these observed disparities to

racial profiling as these differences may be driven by any combination of policing policy, heterogeneous enforcement patterns, or individual officer behavior.

Although there is evidence of a disparity at the state level, it is important to note that it is likely that specific departments are driving these statewide trends. In an effort to better identify the source of these racial and ethnic disparities, each analysis was repeated at the department level. The departments that were identified as having a statistically significant disparity are likely to be having the largest effect on the statewide results. Although it is possible that specific officers within departments that were not identified may be engaged in racial profiling, if these behaviors existed, they were not substantial enough to influence the department level results. It is also possible that a small number of individual officers within the identified departments are driving the department level results.

The six municipal departments and four state police troop identified to exhibit a statistically significant racial or ethnic disparity include:

Ansonia

The Ansonia municipal police department was observed to have made 29.8 percent minority stops of which 12.7 percent were Hispanic and 16.1 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 1.4 times larger than the odds during darkness. These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations.

Groton Town

The Groton Town municipal police department was observed to have made 24 percent minority stops of which 8.7 percent were Hispanic and 12.6 percent were black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that black motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a black motorist was stopped during daylight was 1.6 times larger than the odds during darkness. These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. However, it is important to note that Groton Town was identified with a VOD disparity in the initial 12 month study that covered stops between October 1, 2013 and September 30, 2014. The department was not identified with statistically significant disparities in subsequent annual studies. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the initial 12 month study.

The aggregate three-year KPT hit-rate analysis also indicated a statistically significant disparity for Hispanic motorists. The hit-rate for white non-Hispanic motorists was 62.3 percent while that for Hispanic motorists was 42.4 percent and that difference was statistically significant at the 95 percent level.

Madison

The Madison municipal police department was observed to have made 8.2 percent minority stops of which 4.1 percent were Hispanic and 2.8 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 2.5 times larger than the odds during

darkness. These results were statistically significant at the 95 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations.

Monroe

The Monroe municipal police department was observed to have made 13.9 percent minority stops of which 6.7 percent were Hispanic and 5.9 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 1.5 times larger than the odds during darkness. These results were statistically significant at the 95 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. However, it is important to note that Monroe was identified with a VOD disparity in the year three study presented in Part II of this report. The department was not identified with statistically significant disparities in the first two annual studies. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the most recent study period.

The aggregate three-year KPT hit-rate analysis also indicated a statistically significant disparity for black motorists. The hit-rate for white non-Hispanic motorists was 50 percent while that for black motorists was 16.7 percent and that difference was statistically significant at the 99 percent level.

New Milford

The New Milford municipal police department was observed to have made 14.8 percent minority stops of which 8.9 percent were Hispanic and 4.2 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 1.8 times larger than the odds during darkness. These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. However, it is important to note that New Milford was identified with a VOD disparity in second annual analysis that covered stops between October 1, 2014 and September 30, 2015. The department was not identified with statistically significant disparities in the first analysis or this most recent 12-month study. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the second year study.

Norwich

The Norwich municipal police department was observed to have made 38.3 percent minority stops of which 14.2 percent were Hispanic and 19.7 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 1.3 times larger than the odds during darkness. These results were statistically significant at the 95 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. However, it is important to note that Norwich was identified with a VOD disparity in the year three study presented in Part II of this report. The department was not identified with statistically significant disparities in the first two annual studies. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the most recent study period.

The aggregate three-year KPT hit-rate analysis also indicated a statistically significant disparity for Hispanic motorists. The hit-rate for white non-Hispanic motorists was 44.1 percent while that for Hispanic motorists was 32.7 percent and that difference was statistically significant at the 95 percent level.

State Police Troop C

The State Police Troop C was observed to have made 24 percent minority stops of which 7.5 percent were Hispanic and 9.5 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that black and Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a black motorist was stopped during daylight was 1.3 times larger than the odds during darkness. The odds that a Hispanic motorist was stopped during daylight was 1.28 times larger than the odds during darkness. These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. However, it is important to note that Troop C was identified with a VOD disparity in the initial 12 month study that covered stops between October 1, 2013 and September 30, 2014. The Troop was not identified with statistically significant disparities in subsequent annual studies. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the initial 12 month study.

The aggregate three-year KPT hit-rate analysis also indicated a statistically significant for Hispanic motorists. The hit-rate for white non-Hispanic motorists was 44.8 percent while that for Hispanic motorists was 27.2 percent and that difference was statistically significant at the 99 percent level.

State Police Troop G

The State Police Troop G was observed to have made 49.3 percent minority stops of which 20.7 percent were Hispanic and 24.1 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 1.2 times larger than the odds during darkness. These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. The hit-rate for white non-Hispanic motorists was 37.2 percent while that for black motorists was 28.1 percent and Hispanic motorists was 25.6 percent. Those differences were statistically significant at the 99 percent level. Similarly, the synthetic control revealed a disparity in the rate in which Hispanic motorists were stopped that was statistically significant at the 95 percent level.

State Police Troop H

The State Police Troop H was observed to have made 44.8 percent minority stops of which 16.3 percent were Hispanic and 24 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that black motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a black motorist was stopped during daylight was 1.2 times larger than the odds during darkness. These results were statistically significant at the 95 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. Similarly, the synthetic control revealed a disparity in the rate in which black motorists were stopped that was statistically significant at the 99 percent level. However, it is important to note that Troop H was identified with a VOD disparity in the first and second year studies. The Troop was not identified with statistically significant disparities in the most

recent 12 month analysis. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the first and second year studies.

State Police Troop K

The State Police Troop K was observed to have made 21.4 percent minority stops of which 8.5 percent were Hispanic and 9.9 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 1.4 times larger than the odds during darkness. These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. Similarly, the synthetic control revealed a disparity in the rate in which Hispanic motorists were stopped that was statistically significant at the 99 percent level.

In addition to the six municipal police departments and four state police troops identified to exhibit statistically significant racial or ethnic disparities in the VOD analysis, seven departments were identified using the descriptive tests. The descriptive tests are designed as a screening tool to identify the jurisdictions where consistent disparities that exceed certain thresholds have appeared in the data. They compare stop data to three different benchmarks: (1) statewide average, (2) the estimated driving population, and (3) resident-only stops. Although it is understood that certain assumptions have been made in the design of each of the three measures, it is reasonable to believe that departments with consistent data disparities that separate them from the majority of other departments should be subject to further review and analysis with respect to the factors that may be causing these differences.

The seven municipal departments identified to exhibit a significant racial or ethnic disparity using the descriptive measures include:

Wethersfield

The Wethersfield municipal police department was observed to have made 49 percent minority stops of which 28.9 percent were Hispanic and 18.6 percent were Black motorists from October 2013 to September 2016. The aggregate three-year descriptive analysis indicated that the department exceeded the disparity threshold levels in all three benchmark areas as well as in all nine possible measures. Wethersfield received a disparity score of 8.5 out of a possible nine points, indicating consistently significant racial and ethnic disparities in traffic stops. Similarly, the synthetic control revealed a disparity in the rate in which Hispanic motorists were stopped that was statistically significant at the 99 percent level. Wethersfield was identified with significant racial and ethnic disparities in all three annual reports. Therefore, it is unsurprising that the department would be identified with statistically significant disparities in a three-year aggregate analysis.

Stratford

The Stratford municipal police department was observed to have made 50.9 percent minority stops of which 18.5 percent were Hispanic and 30.9 percent were Black motorists from October 2013 to September 2016. The aggregate three-year descriptive analysis indicated that the department exceeded the disparity threshold levels in all three benchmark areas as well as in six of the nine possible measures. Stratford received a disparity score of 6.0 out of a possible nine points. Stratford was identified with significant racial and ethnic disparities in all three annual reports. Therefore, it is unsurprising that the department would be identified with statistically significant disparities in a three-year aggregate analysis.

East Hartford

The East Hartford municipal police department was observed to have made 65.9 percent minority stops of which 26.7 percent were Hispanic and 37.6 percent were Black motorists from October 2013 to September 2016. The aggregate three-year descriptive analysis indicated that the department exceeded the disparity threshold levels in all three benchmark areas as well as in six of the nine possible measures. East Hartford received a disparity score of 6.0 out of a possible nine points. The hit-rate for white non-Hispanic motorists was 50.9 percent while that for Hispanic motorists was 41 percent and that difference was statistically significant at the 95 percent level. East Hartford was identified with significant racial and ethnic disparities in all three annual reports. Therefore, it is unsurprising that the department would be identified with statistically significant disparities in a three-year aggregate analysis.

New Britain

The New Britain municipal police department was observed to have made 60.8 percent minority stops of which 41.8 percent were Hispanic and 17.7 percent were Black motorists from October 2013 to September 2016. The aggregate three-year descriptive analysis indicated that the department exceeded the disparity threshold levels in all three benchmark areas as well as in five of the nine possible measures. New Britain received a disparity score of 5.0 out of a possible nine points. New Britain was identified with significant racial and ethnic disparities in the first and second year studies. The department was not identified with statistically significant disparities in the most recent 12 month analysis. Therefore, it is reasonable that the average effect of a three-year aggregate analysis would show a disparity which is largely driven by data from the first and second year studies.

Hamden

The Hamden municipal police department was observed to have made 43.9 percent minority stops of which 8.8 percent were Hispanic and 34.1 percent were Black motorists from October 2013 to September 2016. The aggregate three-year descriptive analysis indicated that the department exceeded the disparity threshold levels in all three benchmark areas as well as in five of the nine possible measures. Hamden received a disparity score of 5.0 out of a possible nine points. Hamden was identified with a disparity using the descriptive measures in the initial 12 month study that covered stops between October 1, 2013 and September 30, 2014. The department was not identified with statistically significant disparities in subsequent annual studies. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the initial 12 month study.

Manchester

The Manchester municipal police department was observed to have made 42 percent minority stops of which 15 percent were Hispanic and 23.8 percent were Black motorists from October 2013 to September 2016. The aggregate three-year descriptive analysis indicated that the department exceeded the disparity threshold levels in all three benchmark areas as well as in five of the nine possible measures. Manchester received a disparity score of 5.0 out of a possible nine points. Similarly, the synthetic control revealed a disparity in the rate in which Black motorists were stopped that was statistically significant at the 99 percent level. Manchester was identified with a disparity using the descriptive measures in the initial 12 month study that covered stops between October 1, 2013 and September 30, 2014. The department was not identified with statistically significant disparities in subsequent annual studies. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the initial 12 month study.

Trumbull

The Trumbull municipal police department was observed to have made 36.8 percent minority stops of which 15.3 percent were Hispanic and 19.2 percent were Black motorists from October 2013 to September 2016. The aggregate three-year descriptive analysis indicated that the department exceeded the disparity threshold levels in two of the three benchmark areas as well as in five of the nine possible measures. Trumbull received a disparity score of 4.5 out of a possible nine points. Trumbull was identified with a disparity using the descriptive measures in the Year 2 study and the most recent study presented in Part II of this report. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the year 2 and year 3 studies.

E.3B: Conclusions and Next Steps

The entirety of the statewide traffic stop data analysis as presented in this report is utilized as a screening tool by which the Advisory Board and project staff can focus resources on those departments displaying the greatest level of disparities in their respective stop data. As noted previously, racial and ethnic disparities in any traffic stop analysis do not, by themselves, provide conclusive evidence of racial profiling. Statistical disparities do, however, provide significant evidence of the presence of idiosyncratic data trends that warrant further analysis.

By conducting in-depth follow-up analyses on the departments identified through the screening process, the public has a better understanding as to why and how disparities exist. This transparency is intended to assist in achieving the goal of increasing trust between the public and law enforcement.

Based on our analytical results for traffic stops conducted from October 1, 2013 through September 30, 2016 there were 13 municipal police departments and two state police troops identified with significant racial and ethnic disparities. A full in-depth follow-up analysis will be conducted only for those departments that have not been identified in any of the previous annual studies. Those departments are: **(1) Ansonia, (2) Madison, (3) Troop G, and (4) Troop K.**

For the 11 remaining municipal police departments, it is reasonable that the average effect of a three-year aggregate analysis would show a disparity which is largely driven by data from previous studies in which the departments were already identified. A full follow-up analysis was previously conducted for nine of the 11 departments (East Hartford, Groton Town, Hamden, Manchester, New Britain, New Milford, Stratford, Trumbull, and Wethersfield). Monroe and Norwich were identified in the annual analysis presented in Part II of this report. A full follow-up analysis will be conducted for both these departments as a result of that analysis.

NOTE TO THE READER

The majority of the 106 law enforcement agencies in Connecticut collect traffic stop information electronically immediately following the traffic stop. However, there are seven departments that collect information using paper forms. In these cases the officer completes a paper form following each stop and submits it to the department's records division. The information is then manually entered into an electronic system for transmission to the state data portal. In reviewing the data submitted between October 1, 2015 and September 30, 2016, the project staff became concerned by the significant decrease in stops submitted by three departments that use a paper form system (Bridgeport, Hartford, and Middletown). Therefore, an audit was conducted to ensure that all traffic stops were being collected and submitted to the state.

The nature of paper data collection makes it challenging to audit. Our audit consisted of reviewing information recorded in police dispatch logs to see if the information matched what was reported in the traffic stop data system. In addition, we also requested copies of all paper forms to determine the accuracy of the data being reported. Our review found that an indeterminate number of traffic stops were not reported by the Bridgeport, Hartford, and Middletown police departments between October 1, 2015 and September 30, 2016. We were unable to determine the exact number of unreported stops for each department, but based on our review, we believe that the number exceeded 1,000 stops for each department.

As a result of our review, we met with each department to better understand if they have an adequate system in place to ensure that all stops are properly recorded. None of the three departments had a system in place to ensure that officers complete a form for each stop. We recommended that as long as a paper data collection system is the primary method of recording traffic stop information that departments develop an oversight system which would ensure that all stops are properly recorded and submitted.

We have recommended that these departments review the standard operating procedures of the New London Police Department as a model system to replicate. In New London, at the end of each shift a supervisor must sign each traffic stop form from officers and verify that a form has been completed for each stopped called-in to dispatch. In addition, each form includes an area for a computer aided dispatch number which makes it possible to identify the stop in the dispatch log when conducting a review. These basic oversight protocols should ensure that the majority of traffic stops are properly recorded by the officer and submitted to the state.

BACKGROUND

First enacted in 1999, Connecticut's anti-racial profiling law entitled, the Alvin W. Penn Racial Profiling Prohibition Act (Public Act 99-198), prohibits any law enforcement agency from stopping, detaining, or searching any motorist when the stop is motivated solely by considerations of the race, color, ethnicity, age, gender or sexual orientation of that individual (Connecticut General Statutes Sections 54-1l and 54-1m). In 2012 and 2013, the Connecticut General Assembly made several changes to this law to create a system to address racial profiling concerns in Connecticut.

In 2012, the Racial Profiling Prohibition Project Advisory Board was established to advise OPM in adopting the law's standardized methods and guidelines. The Institute for Municipal and Regional Policy (IMRP) at Central Connecticut State University was tasked to help oversee the design, evaluation, and management of the racial profiling study mandated by PA 12-74 and PA 13-75, "An Act Concerning Traffic Stop Information." The IMRP worked with the advisory board and all appropriate parties to enhance the collection and analysis of traffic stop data in Connecticut.

Through September 30, 2013, police agencies collected traffic stop information based on requirements outlined in the original 1999 Alvin W. Penn law. Beginning October 1, 2013, police agencies had to submit traffic stop data for analysis under the new methods outlined by the Office of Policy and Management (OPM), as required by the amended racial profiling prohibition law. The law also authorized the OPM secretary to order appropriate penalties (i.e., the withholding of state funds) when municipal police departments, the Department of Emergency Services and Public Protection (DESPP), and other police departments fail to comply.

The National Highway Traffic and Safety Administration (NHTSA) provided resources for this project through a grant administered by the Connecticut Department of Transportation. The Racial Profiling Prohibition Project Advisory Board and the project staff have been meeting since May 2012 in an effort to outline a plan to successfully implement the requirements of the 2012 and 2013 legislation. The focus of the project's early phase was to better understand traffic stop data collection in other states. After an extensive review of best practices, working groups were formed and met monthly to discuss the different aspects of the project. These working groups included Data and System, Public Awareness, and Training work groups. The full advisory board held more than 20 meetings and the working groups met approximately 50 times.

The advisory board and IMRP also worked with law enforcement officials to create a data collection system that is efficient, not burdensome to the police collecting it, and provides information that is easy to work with when it is submitted. Police agencies in Connecticut vary in their levels of sophistication and technological capacity with respect to how they collect and report data. The project staff worked with the state's Criminal Justice Information System (CJIS) to develop a system to collect consistent and universal traffic stop information and submit it to CJIS electronically on a monthly basis.

The IMRP developed and maintains a project website (www.ctrp3.org) that informs the public of the advisory board's activities, statewide informational forums, and related news items on racial profiling. The website includes meeting agendas and minutes, press releases, and links to register for events. The website is updated weekly. In addition to the project website, the IMRP partnered with the Connecticut Data Collaborative to publish all traffic stop data on a quarterly basis. The public can download the information in its original form or view summary tables for easy use. A full set of analytical tools will be available for more advanced users who are interested in data analysis.

Although much of the initial focus of this project was to develop a standardized method for data collection and analysis, there are other important components. The initiatives include a public awareness and education campaign, effective training for officers and departments, and a rigorous complaint process. Information about all of these initiatives is provided on the project website. These initiatives collectively represent different tools available for education and the prevention of racial profiling in policing. These tools were implemented in the hope of building and enhancing trust between communities and law enforcement in Connecticut.

In February 2014, the U.S. Department of Justice, Community Oriented Policing Services Division, sponsored a train-the-trainer program in Connecticut on "Fair and Impartial Policing (FIP)." The FIP program was established to train police officers and supervisors on fair and impartial policing by understanding both conscious and unconscious bias. This program was offered to police agencies throughout the state over the next year.

Lastly, a major component of addressing concerns about the possibility of racial profiling in Connecticut is bringing law enforcement officials and community members together to discuss relationships between police and the community. The project staff has conducted several public forums throughout the state to bring these groups together and will continue these dialogues in the foreseeable future. They serve as an important tool to inform the public of their rights and the role of law enforcement in serving their communities.

PART I: DESCRIPTION OF METHODOLOGY USED IN ANALYSIS

I.A: METHODOLOGICAL APPROACH UNDERLYING THE ANALYSIS

Assessing racial disparities in policing data has been used for the last two decades as a policy tool to evaluate whether racial bias exists within a given jurisdiction. Although there has always been widespread public support for the equitable treatment of individuals of all races, recent national headlines have brought this issue to the forefront of American consciousness and prompted a contentious national debate about policing policy. The statistical evaluation of policing data in Connecticut is an important step towards developing a transparent dialogue between law enforcement and the public. As such, this report's goal is to present the results of that evaluation in a transparent and unbiased manner.

As an increasing number of jurisdictions have passed laws mandating the collection of policing data, researchers have become involved in the process by providing new and increasingly sophisticated analytical techniques. Prior to the development of these empirical methods, traditional policing data assessments relied principally on population-based benchmarks. Although population-based benchmarks are still frequently applied in practice because of their intuitive appeal and inherent cost-effectiveness, these test statistics cannot withstand strict scrutiny. In an effort to achieve the goal of a transparent and unbiased evaluation, the analysis in this report applies a series of sophisticated econometric tests as the primary diagnostic mechanism.

The research strategy underlying this statistical analysis was developed with consideration to three guiding principles. Each principle served as an important foundation for the research process, particularly when selecting the appropriate results to disseminate to the public. A better understanding of these principles helps to frame the results in the technical portions of the analysis. Further, presenting these principles at the outset of the report provides readers with the appropriate context to understand our overall approach.

> *Principle 1: Acknowledge that statistical evaluation is limited to finding racial and ethnic disparities that are indicative of racial and ethnic bias but that, in the absence of a formal procedural investigation, cannot be considered comprehensive evidence.*
>
> *Principle 2: Apply a holistic approach for assessing racial and ethnic disparities in Connecticut policing data by using a variety of approaches that rely on well-respected techniques from existing literature.*
>
> *Principle 3: Outline the assumptions and limitations of each approach transparently so that the public and policy-makers can use their judgment in drawing conclusions from the analysis.*

This report is organized to lead the reader through a host of descriptive and statistical tests that vary in their assumptions and level of scrutiny. The intent behind this approach is to apply multiple tests as a screening filter for the possibility that any one test (1) produces false positive results or (2) reports a false negative. The analysis begins by first presenting the descriptive statistics from the Connecticut policing data along with several intuitive measures that evaluate racial and ethnic disparities. These intuitive measures are considered less stringent tests, but provide a useful context for viewing the data.

The next section analyzes racial and ethnic disparities in the rate of motor vehicle stops by applying a well-respected methodology colloquially known as the "Veil of Darkness." The fifth method illustrates the application of the synthetic control analysis that has the same intuitive appeal as traditional population-based benchmarks but remains grounded in rigorous statistical theory. The last section assesses post-stop behavior, particularly the incidence of vehicular searches. We conclude the report by summarizing our analysis of disparities in the rate of motor vehicle stops and post-stop behavior at the state and department-levels. The findings presented in the conclusion draw from each of our evaluation mechanisms and identify only those departments where statistically significant racial and ethnic disparities across multiple tests are observed.

In short, we move forward with the overall goal of identifying the statistically significant racial and ethnic disparities in Connecticut policing data. A variety of statistical tests are applied to the data in the hope of providing a comprehensive approach based on the lessons learned from academic and policy applications. Our explanations of the mechanisms and assumptions that underlie each of the tests are intended to provide policymakers and the public with enough information to assess the data and draw their own conclusions from the findings.

Finally, we emphasize the message that any statistical test is only truly capable of identifying racial and ethnic disparities. Such findings provide a mechanism to indicate possible racial profiling but they cannot, without further investigation, provide sufficient evidence that racial profiling exists.

I.B: DESCRIPTIVE STATISTICS AND INTUITIVE MEASURES

This section presents the methodology used in comparison between the department-level data and the state average, and describes two benchmarks (Estimated Driving Population and Resident Population) that enhance existing population-based methods. Although any one of these benchmarks cannot provide by itself a rigorous enough analysis to draw conclusions regarding racial profiling, if taken together they do server to highlight those jurisdictions where disparities are significant enough to justify further analysis. Although bias could be one possible explanation for such disparities, there are also other possibilities including idiosyncrasies of policing practices. As will be discussed in more detail, any benchmark approach contains implicit assumptions that must be recognized and understood. These benchmarks help to provide additional context to compare and contrast our findings using more advanced econometric methods explained later in this report.

I.B (1): PROBLEMS WITH APPROACHES USING TRADITIONAL BENCHMARKS

A traditional approach to evaluating racial and ethnic disparities in policing data has been to apply population-based benchmarks. Although these benchmarks vary in their construction, the general methodology is consistent. Typically, the approach amounts to using residential data from the U.S Census Bureau to compare with the rate of minority traffic stops in a given geographic jurisdiction. In recent years, researchers have refined this approach by adjusting the residential census data to account for things like commuter sheds, access to vehicles, and differences over time. The population-based benchmark is an appealing approach for researchers and policymakers both because of its ease of implementation and intuitive interpretation. There are, however, numerous implicit assumptions that underlie the application of these benchmarks and are seldom presented in a transparent manner.

The goal of this analysis is to evaluate racial and ethnic disparities in the Connecticut policing data using (1) intuitive measures that compare the data against uniformly applied benchmarks and (2) sophisticated econometric techniques that compare the data against itself without relying on benchmarks. The goal of this section is to clearly outline the assumptions that often accompany traditional benchmarks. We do, however, present two nontraditional benchmarks in this chapter that develop a more convincing approximation and can be used to descriptively assess the data. By presenting these benchmarks alongside our more econometric methods, we provide the context for our findings. In addition, the descriptive data presents jurisdictional information in cases where samples may be too small to provide statistically meaningful results from the more stringent tests.

Although there are a number of examples, the most prominent application of a population-based benchmark is a study by the San Jose Police Department (2002) that received a great deal of criticism. A more recent example is a report by researchers from Northeastern University (McDevitt et al. 2014) using Rhode Island policing data. Although adjusted and unadjusted population-based benchmarks can be intuitively appealing, they have drawn serious criticism from academics and policymakers alike because of the extent to which they are unable to account for all of the possible unobserved variables that may affect the driving population in a geography at any given time (Walker 2001; Fridell 2004; Persico and Todd 2004; Grogger and Ridgeway 2006; Mosher and Pickerill 2012). In an effort to clarify the implicit assumptions that underlie these approaches, an informal discussion of each is presented.

The implicit assumption that must be made when comparing the rate of minority stops in policing data to a population-based (or otherwise constructed) benchmark include the following.

Destination Commuter Traffic

The application of population-based benchmarks does not account for drivers who work but do not live in a given geography. Again, the application of population-based benchmarks implicitly assumes that the demographic distribution of destination commuter traffic, on average, matches the population-based benchmark. This assumption is trivial for geographies with low levels of industrial or commercial development where destination commuter traffic is small. On the other hand, areas with a high level of industrial or commercial development attract workers from neighboring geographies and this assumption becomes more tenuous. This differential impact creates a non-random distribution of error across geographies. While this shortcoming is impossible to avoid using population-based analysis, McDevitt et al. (2004) made a notable effort to adjust static residential population demographics by creating an "estimated driving populations" for jurisdictions in Rhode Island.

Pass-through Commuter Traffic

A small but not insubstantial amount of traffic also comes from pass-through commuters. Although most commuter traffic likely occurs via major highways that form the link between origin and destination geographies, the commuter traffic in some towns likely contains a component of drivers who do not live or work in a given geography but must travel through the area on their way to work. As in the previous case, the application of a population-based benchmark must implicitly assume that the demographic distribution of these drivers matches the population-based benchmark. The distribution of error associated with this assumption is, again, very likely non-random. Specifically, it seems likely that a town's proximity to a major highway may impact the level of pass-through commuter traffic from geographies further away from the major highway and, as a result, affect the magnitude of the potential error. Unfortunately, little useful data exists to quantify the extent to which this affects any particular jurisdiction. Alternatives that survey actual traffic streams are prohibitively expensive and time-consuming to conduct on a statewide basis and, unfortunately, are subject to their own set of implicit assumptions that can affect distribution of error.

Recreational Traffic

Surges in recreational traffic are not accounted for in evaluation methods that utilize population-based benchmarks. In order to apply population-based benchmarks as a test statistic, it must be implicitly assumed that the demographic distribution of recreational traffic, on average, matches the population-based benchmark. Although these assumptions are not disaggregated as with commuter traffic above, this assumption must apply to both destination and pass-through commuter traffic. Although the assumption is troublesome on its face, it becomes more concerning when considering the distribution of the associated error during specific seasons of the year. Specifically, recreational traffic likely has a differential effect across both geographic locations and over time.

Differential Exposure Rates

The exposure rate can be defined as the cumulative driving time of an individual on the road. The application of a population-based benchmark must implicitly assume that exposure rates are, on average, equivalent across demographic groups. Although exposure rates may differ based on cultural factors like

driving behavior, there are also many more factors that play an important role. An example might be the differences in age distribution across racial demographics. If a specific minority population is, on average, younger, and younger drivers have a greater exposure rate than older drivers; then one might falsely attribute a racial or ethnic disparity across these groups when there is simply a different exposure to law enforcement. Although census-based estimation methods exist to apply these demographically based exposure differences to a given population, they are best suited to situations where a single or very limited number of jurisdictions must be analyzed.

Temporal Controls

The lack of temporal controls in population-based benchmarks does not account for differences in the rate of stops across different times and days in the week. Assuming, that the above four assumptions hold and the population-based benchmark is representative of the demographic distribution of the driving population, then temporal controls are not an issue. However, if any of these assumptions do not hold, the lack of temporal controls may further magnify potential bias. Imagine that we believe the only assumption pertaining to exposure rates is invalid. It seems plausible that younger drivers are more likely to drive on weekend evenings than older drivers. If more stops were being made on weekend evenings than during the week and, as described above, minority groups were more prevalent in younger segments of the population, we might observe a racial or ethnic disparity simply because population-based benchmarks do not allow us to control for these temporal differences in policing patterns.

When one or more of the implicit assumptions associated with a population-based benchmark is violated, it can become a biased test statistic of racial disparities in policing data. Furthermore, since the source and direction of any such bias are unknown, it is impossible to determine if the bias is positive or negative, thus creating the potential for both type one (false positive) and two error (false negative). Further, the bias also is likely to be non-random across different geographies within the state. It might be that the bias disproportionately impacts urban areas compared to rural areas, tourist destinations compared to non-tourist destinations, geographies closer to highways, or based on similar policing patterns.

The question then becomes: If the assumptions inherent in population-based benchmarks make them less than ideal as indicators of possible bias, why include them in a statewide analysis of policing data? One answer is that excluding them as part of a multi-level analysis guarantees only that when others inevitably use these measures as a way to interpret the data, it is highly likely to be done inappropriately. Comparing a town's stop percentages to its residential population may not be a good way to draw conclusions about its performance but, in the absence of better alternatives, it inevitably becomes the default method for making comparisons. Providing an enhanced way to estimate the impact commuters have on the driving population and primarily analyzing the stops made during the periods of the day when those commuters are the most likely to be a significant component of the driving population improves that comparison.

Another answer to the question is that the population-based and other benchmarks are not used as indicators of bias, but rather as descriptive indicators for understanding each town's data. Since the purpose of this study is to uniformly apply a set of descriptive measures and statistical tests to all towns in order to identify possible candidates for more targeted analysis, having a broad array of possible applicable measures enhances the robustness of the screening process. Relying solely on benchmarking to accomplish this would not be effective, but using these non-statistical methods to complement and enhance the more technical evaluation results in a report that examines the data from many possible angles.

The third answer to the question is that the benchmarks and intuitive measures developed for this study can be useful in cases where an insufficient sample size make it difficult to draw meaningful conclusions from the formal statistical tests. The descriptive measures can serve a supportive role in this regard.

I.B (2): STATEWIDE AVERAGE COMPARISON

Although it is relatively easy to compare individual town stop data to the statewide average, this can be misleading if done without regard to differences in town characteristics. If, for example, the statewide average for a particular racial category of drivers stopped was 10% and the individual data for two towns was 18% and 38% respectively, a superficial comparison of both towns to the statewide average might suggest that the latter town, at 38%, could be performing less satisfactorily. However, that might not actually be the case if the town with the higher stop percentage also had a significantly higher resident population of driving age people than the statewide average. It is important to establish a context within which to make the comparisons when using the statewide average as a descriptive benchmark.

Comparing town data to statewide average data is frequently the first thing the public does when trying to understand and assess how a police department may be conducting traffic stops. Although these comparisons are inevitable and have a significant intuitive appeal, the reader is cautioned against basing any conclusions about the data exclusively upon this measure. In this section, a comparison to the statewide average is presented alongside the context necessary to understand the pitfall of interpreting these statistics on face value.

The method chosen to make the statewide average comparison is as follows:

- The towns that exceeded the statewide average for the three racial categories being compared to the state average were selected.
- The amount that each town's stop percentage exceeded the state average stop percentage was determined.
- The amount that each town's resident driving age population exceeded the state average for the racial group being measured was determined.
- The net differences in these two measures were determined and used to assess orders of magnitude differences in these factors.

While it is clear that a town's relative proportion of driving age residents in a racial group is not, in and of itself, capable of explaining differences in stop percentages between towns, it does provide a simple and effective way to establish a baseline for all towns from which the relative differences between town stop numbers become more apparent. To provide additional context, two additional factors were identified: (1) if the town shares a border with one or more towns whose age 16 and over resident population for that racial group exceeds the state average and (2) the percentage of nonresident drivers stopped for that racial group, in that town.

I.B (3): ESTIMATED DRIVING POPULATION COMPARISON

Adjusting "static" residential census data to approximate the estimated driving demographics in a particular jurisdiction provides a more accurate benchmark method than previous census-based approaches. At any given time, nonresidents may use any road to commute to work or travel to and from entertainment venues, retail centers, tourist destinations, etc. in a particular town. It is impossible to account for all driving in a community at any given time, particularly for the random, itinerant driving trips

sometimes made for entertainment or recreational purposes. However, residential census data can be modified to create a reasonable estimate of the possible presence of many nonresidents likely to be driving in a given community because they work there and live elsewhere. This methodology is an estimate of the composition of the driving population during typical commuting hours.

Previously, the most significant effort to modify census data was conducted by Northeastern University's Institute on Race and Justice. The institute created the estimated driving population (EDP) model for traffic stop analyses in Rhode Island and Massachusetts. A summary of the steps used in the analysis is shown below in Table 1.

Table I.B.1: Northeastern University Institute on Race and Justice Methodology for EDP Models in Rhode Island and Massachusetts

Step 1	Identify all the communities falling within a 30 mile distance of a given target community. Determine the racial and ethnic breakdown of the resident population of each of the communities in the contributing pool.
Step 2	Modify the potentially eligible contributing population of each contributing community by factoring in (a) vehicle ownership within the demographic, (b) numbers of persons within the demographic commuting more than 10 miles to work, and (c) commuting time in minutes. The modified number becomes the working estimate of those in each contributing community who may possibly be traveling to the target community for employment.
Step 3	Using four factors, (a) percentage of state employment, (b) percentage of state retail trade, (c) percentage of state food and accommodation sales, and (d) percentage of average daily road volume, rank order all communities in the state. Based on the average of all four ranking factors, place all communities in one of four groups thus approximating their ability to draw persons from the eligible nonresident pool of contributing communities.
Step 4	Determine driving population estimate for each community by combining resident and nonresident populations in proportions determined by which group the community falls into as determined in Step 3. (Range: 60% resident/40% nonresident for highest category communities to 90% resident/10% nonresident for lowest ranking communities)

Although the EDP model created for Rhode Island and Massachusetts is a significant improvement in creating an effective benchmark, limitations of the census data at the time required certain assumptions to be made about the estimated driving population. They used information culled from certain transportation planning studies to set a limit to the towns they would include in their potential pool of nonresident commuters. Only those towns located within a 30 minute driving time of a target town were included in the nonresident portion of the EDP model. This approach assumed only those who potentially could be drawn to a community for employment, and did not account for how many people actually commute. Retail, entertainment, and other economic indicators were used to rank order communities into groups to determine the percentage of nonresident drivers to be included in the EDP. A higher rank would lead to a higher percentage of nonresidents being included in the EDP.

Since development of the Rhode Island and Massachusetts model, significant enhancements were made to the U.S. Census Bureau data. It is now possible to get more nuanced estimates of those who identify their employment location as somewhere other than where they live. Since the 2004 effort by Northeastern University to benchmark Rhode Island and Massachusetts' data, the Census Bureau has developed new tools that can provide more targeted information that can be used to create a more useful estimated driving population for analyzing weekday daytime traffic stops.

The source of this improved data is a database known as the LEHD Origin-Destination Employer Statistics (LODES). LEHD is an acronym for "Local Employer Household Dynamics" and is a partnership between the U.S. Census Bureau and its partner states. LODES data is available through an online application called *OnTheMap* operated by the Census Bureau. The data estimates where people work and where workers live. The partnership's main purpose is to merge data from workers with data from employers to produce a collection of synthetic and partially synthetic labor market statistics including LODES and the Quarterly Workforce Indicators.

Under the LEHD Partnership, states agree to share Unemployment Insurance earnings data and the Quarterly Census of Employment and Wages data with the Census Bureau. The LEHD program combines the administrative data, additional administrative data, and data from censuses and surveys. From these data, the program creates statistics on employment, earnings, and job flows at detailed levels of geography and industry. In addition, the LEHD program uses this data to create workers' residential patterns. The LEHD program is part of the Center for Economic Studies at the U.S. Census Bureau.

It was determined that the data available through LODES, used in conjunction with data available in the 2010 census, could provide the tools necessary to create an advanced EDP model. The result was the creation of an individualized EDP for each of the 169 towns in Connecticut that reflects, to a certain extent, the estimated racial and ethnic demographic makeup of all persons identified in the data as working in the community but residing elsewhere. Table 2 shows the steps in this procedure.

Table I.B.2: Central Connecticut State University Institute for Municipal and Regional Policy Methodology for EDP Model in Connecticut

Step 1	For each town, LODES data was used to identify all those employed in the town but residing in some other location regardless of how far away they lived from the target community.
Step 2	ACS* five-year average estimated data was used to adjust for individuals commuting by some means other than driving, such as those using public transportation.
Step 3	For all Connecticut towns contributing commuters, racial and ethnic characteristics of the commuting population were determined by using the jurisdictions' 2010 census demographics.
Step 4	For communities contributing more than 10 commuters who live outside of Connecticut, racial and ethnic characteristics of the commuting population were determined using the jurisdictions' 2010 census demographics.
Step 5	For communities contributing fewer than 10 commuters who live outside of Connecticut, racial and ethnic characteristics of the commuting population were determined using the demographic data for the county in which they live.
Step 6	The numbers for all commuters from the contributing towns were totaled and represent the nonresident portion of the given town's EDP. This was combined with the town's resident driving age population. The combined nonresident and resident numbers form the town's complete EDP.
Step 7	To avoid double counting, those both living and working in the target town were counted as part of the town's resident population and not its commuting population.

*American Community Survey, U.S. Census Bureau

Structured in this way, each town's EDP should reflect an improved estimate of the racial and ethnic makeup of the driving population who might be on a municipality's streets at some time during a typical weekday/daytime period. The more sophisticated methodology central to the LODES data should make

this EDP, even with its inherent limitations, superior to previous uses of an EDP model. To an extent, it mirrors the process used by the Census Bureau to develop from ACS estimates the commuter-adjusted daytime populations (estimates of changes to daytime populations based on travel for employment) for minor civil divisions in several states, including Connecticut. This type of data is subject to a margin of error based on differing sample sizes and other factors. For the estimated daytime populations the Census Bureau calculated for 132 Connecticut communities, it reported margins of error ranging from 1.1% (Bridgeport) to 9.6% (East Granby). The average margin of error for all 132 towns was 3.7%.

It is important to understand that the EDPs used in this report are a first attempt to use this tool in assessing traffic stop data. Much of the data used to create the EDPs comes from the same sources the Census Bureau used to create its commuter-adjusted daytime population estimates so it is reasonable to expect a similar range in the margins of error in the EDP. While the limitations of the model must be recognized, its value as a new tool to help understand some of the traffic stop data should not be dismissed. It represents a significant improvement over the use of resident census demographics as an elementary analytical tool and can hopefully be improved as the process of analyzing stop data progresses.

It was determined that a limited application of the EDP can be used to assess stops that occur during typical morning and evening commuting periods, when the nonresident workers have the highest probability of actually being on the road. Traffic volume and populations can change significantly during peak commuting hours. For example, Bloomfield has a predominately Minority resident population (61.5%). According to *OnTheMap*, 17,007 people work in Bloomfield, but live somewhere else and we are estimating that about 73% of those people are likely to be white. The total working population exceeds the driving age resident population of 16,982 and it is reasonable to assume that the daytime driver population would change significantly due to workers in Bloomfield. According to the ACS Journey to Work survey, 73% of Connecticut residents travel to work between 6:00am and 10:00am. The census currently does not have complete state level data on residents' travel from work to home. In the areas where evening commute information is available, it is consistently between the hours of 3:00pm and 7:00pm. In addition to looking at census information to understand peak commuting hours, the volume of nonresident traffic stops in several Connecticut communities was also reviewed, based on our theory that the proportion of nonresidents stopped should increase during peak commuting hours.

The only traffic stops included in this analysis were stops conducted Monday through Friday from 6:00am to 10:00am and 3:00pm to 7:00pm (peak commuting hours). Due to the margins of error inherent in the EDP estimates, we established a reasonable set of thresholds for determining if a department shows a disparity in its stops when compared to its EDP percentages. Departments that exceed their EDP percentages by greater than 10 percentage points in any of the three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, and (3) Hispanic, were identified in our tier one group. In addition, departments that exceeded their EDP percentage by more than five but less than 10 percentage points were identified in our tier two group for this benchmark if the ratio of the percentage of stops for the target group compared to the baseline measure for that group also was 1.75 or above (percentage of stops divided by benchmark percentage equals 1.75 or more) in any of the three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, or (3) Hispanic.

I.B (4): RESIDENT ONLY STOP COMPARISON

Some questioned the accuracy of the estimated driving population. As a result, we have limited the next part of the analysis to stops involving only residents of the community and compared them to the community demographics based on the 2010 decennial census for residents age 16 and over.

While comparing resident-only stops to resident driving age population eliminates the influence out-of-town drivers on the roads at any given time may be having on a town's stop data, the mere existence of a disparity is not in and of itself significant unless it does so by a significant amount. Such disparities may exist for several reasons including high police presence on high crime areas.

Therefore, we established a reasonable set of thresholds for determining if a department shows a significant enough disparity in its resident stops compared to its resident population to be identified. Departments with a difference of 10 percentage points or more between the resident stops and the 16+ resident population in any of the three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, and (3) Hispanic, were identified in our tier one group. In addition, departments that exceeded their resident population percentage by more than five but less than 10 percentage points were identified in our tier two group for this benchmark if the ratio of the percentage of resident stops for the target group compared to the baseline measure for that group also was 1.75 or above(percentage of stopped residents divided by resident benchmark percentage equals 1.75 or more) in any of three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, and (3) Hispanic.

I.B (5): CONCLUSIONS FROM THE DESCRIPTIVE COMPARISONS

The descriptive tests outlined in the above sections are designed to be used as a screening tool to identify those jurisdictions with consistent data disparities that exceed certain thresholds. The tests compare stop data to three different benchmarks: (1) statewide average, (2) the estimated driving population, and (3) resident-only stops that each cover three driver categories: Black, Hispanic, and Minority. Town data is then measured against the resulting total of nine descriptive measures for evaluation purposes.

Although the design of each of the three measures is based on certain assumptions, it is reasonable to conclude that departments that consistently show data disparities separating them from the significant majority of other departments can be recommended for further review and analysis to determine the potential cause for these differences. However, the descriptive benchmarks will also be viewed in conjunction with the other more rigorous statistical tests.

I.C: VEIL OF DARKNESS

Alternative methods to traditional benchmarking approaches have become increasingly popular because they do not require as restrictive a set of assumptions. The most notable of these approaches draws from an article published in the *Journal of the American Statistical Association* by Jeffrey Grogger and Greg Ridgeway (Grogger and Rdigeway 2006). The article details a unique and statistically sound methodology for testing racial disparities in the rate of minority traffic stops. The central assumption of this methodology, which has become known as the *"Veil of Darkness" (VOD),* is that police officers have a more difficult time determining the race and ethnicity of a driver in darkness. In daylight, police are better able to observe race and ethnicity ex-ante. Thus, officers inclined to racially profile motorists are marginally better able to do so during periods of darkness. To control for inherent differences between daylight and darkness, the test relies on quasi-random variation in the timing of sunset and includes a number of control variables.

The *VOD* method evaluates whether there exist statistically significant disparities in the likelihood that a stopped motorists is a minority during daylight relative to darkness. Grogger and Ridgeway (2006) illustrate that under certain conditions this odds-ratio is equivalent to the odds that a minority motorist is stopped during daylight relative to darkness. Satisfying these conditions relies critically on quasi-random variation in the timing of sunset to evaluate the existence of racial disparities thus controlling for differences in day and night motorist behavior and police enforcement activity.

As noted, identification comes from the idea that police officers are better able to detect the race and ethnicity of a motorist before making a stop during daylight hours. If they are inclined to exhibit discriminatory behavior, they will be better able to do so in the presence of daylight. The advantage of the *VOD* methodology relative to population-based benchmarks is that it does not require any assumptions about the underlying risk-set of motorists, just that it does not vary in response to changes in visibility. Further, the framework allows for differential rates of traffic stops to exist across races and the potential for differences in guilt and driving behavior.

Let the parameter K_{ideal} capture the true level of disparate treatment for minority group *m* relative to majority group *w:*

$$K_{ideal} = \frac{P(S|V',m)P(S|V,m)}{P(S|V',w)P(S|V,w)} \tag{1}$$

The parameter captures the odds that a minority motorist is stopped during perfect visibility (V') relative to those in complete darkness (V). The parameter $K_{ideal} = 1$ in the absence of discrimination and $K_{ideal} > 1$ when minority motorists face adverse treatment.

Applying Baye's rule to Equation 1 such that:

$$K_{ideal} = \frac{P(m|V',S)P(w|V,S)}{P(w|V',S)P(m|V,S)} * \frac{P(m|V)P(w|V')}{P(w|V)P(m|V')} \tag{2}$$

The first term in K_{ideal} is the ratio of the odds that a stopped motorist is a minority during daylight relative to the same odds in darkness. Unlike Equation 1 which detailed data on roadway demography, the odds ratio in Equation 2 can be estimated using data on stop outcomes. The second term in K_{ideal} is a measure of the relative risk-set of motorists on the roadway which captures any differences in the demographic composition of motorists associated with visibility. The second term will be equal unity if the composition of motorists is uncorrelated with solar visibility.

Assuming that the risk-set of motorists is uncorrelated with variation in solar visibility, a test statistic for K_{ideal} is then simply:

$$K_{vod} = \frac{P(m|S, \delta = 1)P(w|S, \delta = 0)}{P(w|S, \delta = 1)P(m|S, \delta = 0)} \tag{3}$$

Since we do not have continuous data on visibility, the variable δ is a binary indicator representing daylight.

The test statistic K_{vod} will be greater than or equal to the parameter K_{ideal} and exceed unity if the following conditions hold:

1) $K_{ideal} > 1$; The true parameter shows that there is a racial or ethnic disparity in the rate of minority police stops.
2) $P(V|\delta = 0) < P(V|\delta = 1)$; Darkness reduces the ability of officers to discern the race and ethnicity of motorists.
3) $\frac{P(m|V)P(w|V\prime)}{P(w|V)P(m|V\prime)} = 1$; The relative risk-set is constant across the analysis window.

Estimating the test statistic K_{vod} does not provide a quantitative measure for evaluating disparate treatment in policing data but does qualitatively identify the presence of disparate treatment. More concretely, the *VOD* identifies the presence of a racial or ethnic disparity if the test statistic K_{vod} is greater than one. Given the restrictive nature of the test statistic, it is reasonable (but not conclusive) to attribute the existence of this disparity to racially biased policing practices.

Assuming that the assumptions outlined above hold, Equation 4 can be estimated using a logistic regression in the following form:

$$ln\left(\frac{P(m|\delta)}{1 - P(m|\delta)}\right) = \beta_0 + \delta + \mu \tag{4}$$

In practice, it is unlikely that the third assumption (a constant relative risk-set) will hold without including additional controls in Equation 4. Thus, we amend Equation 4 by including controls for time of day (indicators capturing 15 minute intervals), day of week, and statewide daily traffic stop volume. In estimates using data from all departments across the state, we also include department fixed-effects. The aggregate three-year sample also allows us to include officer fixed-effects.

I.C (1): CONSTRUCTING THE INTER-TWILIGHT SAMPLE

The *VOD* analysis requires that periods of darkness and daylight be properly identified. Following Grogger and Ridgeway (2006), the analysis is restricted to stops made within the inter-twilight window- that is, the time between the earliest sunset and latest end to civil twilight. As is shown in Figure 1, civil twilight is defined as the period when the sun is between zero and six degrees below the horizon and where its luminosity is transitioning from daylight to darkness. The motivation for limiting the analysis to the inter-twilight window is to help control for possible differences in the driving population.

Figure I.C.1: Diagram of Civil Twilight and Solar Variation
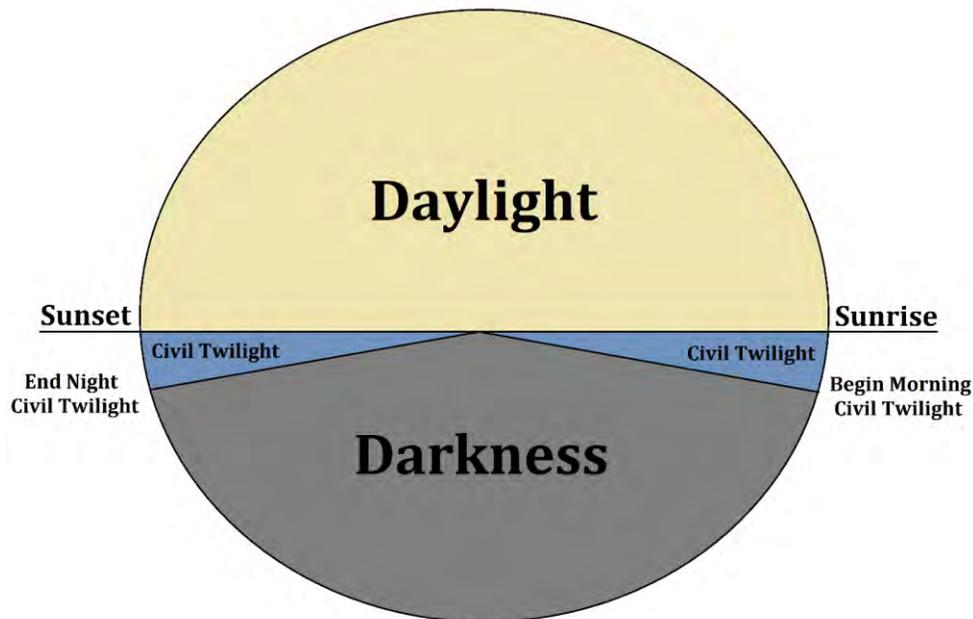
In this analysis we rely primarily on a combined inter-twilight window that includes traffic stops made at both dawn and dusk. The dawn inter-twilight window is constructed from astronomical data and occurs in the morning hours. The dusk inter-twilight window, on the other hand, is constructed from the same astronomical data but occurs in the evening hours. The combined inter-twilight window relies on a sample that is created by pooling these timeframes and including an additional control variable that identifies the period. The inter-twilight window was identified by attaching astronomical data from the United States Naval Observatory (USNO) to the traffic stop data. As discussed previously, past applications of the *VOD* have focused on single large urban geographies and have had no need to consider the possibilities of differential astronomical impacts. The definition for both the dawn and dusk inter-twilight windows was amended to accommodate cross-municipal variation by utilizing data from the easternmost (Sterling, CT) and westernmost (Stamford, CT) points available in the USNO data.

The USNO data was merged with the policing data and used to identify the presence of darkness. Again, the presence of darkness was the primary explanatory variable used to identify the presence of racial disparities in the Connecticut policing data. As a result, any observation in the data that occurred during twilight on any given day were dropped. The twilight period varied on a daily basis throughout the year

and was also identified using the USNO data. Twilight was defined in the dawn inter-twilight window as the time between the daily eastern start of civil twilight and western sunrise. Similarly, twilight was defined in the dusk inter-twilight window as the time between the daily eastern sunset and western end to civil twilight. The full delineation of the policing data is displayed graphically in Figure 2.

Figure I.C.2: Delineation of Inter-twilight windows
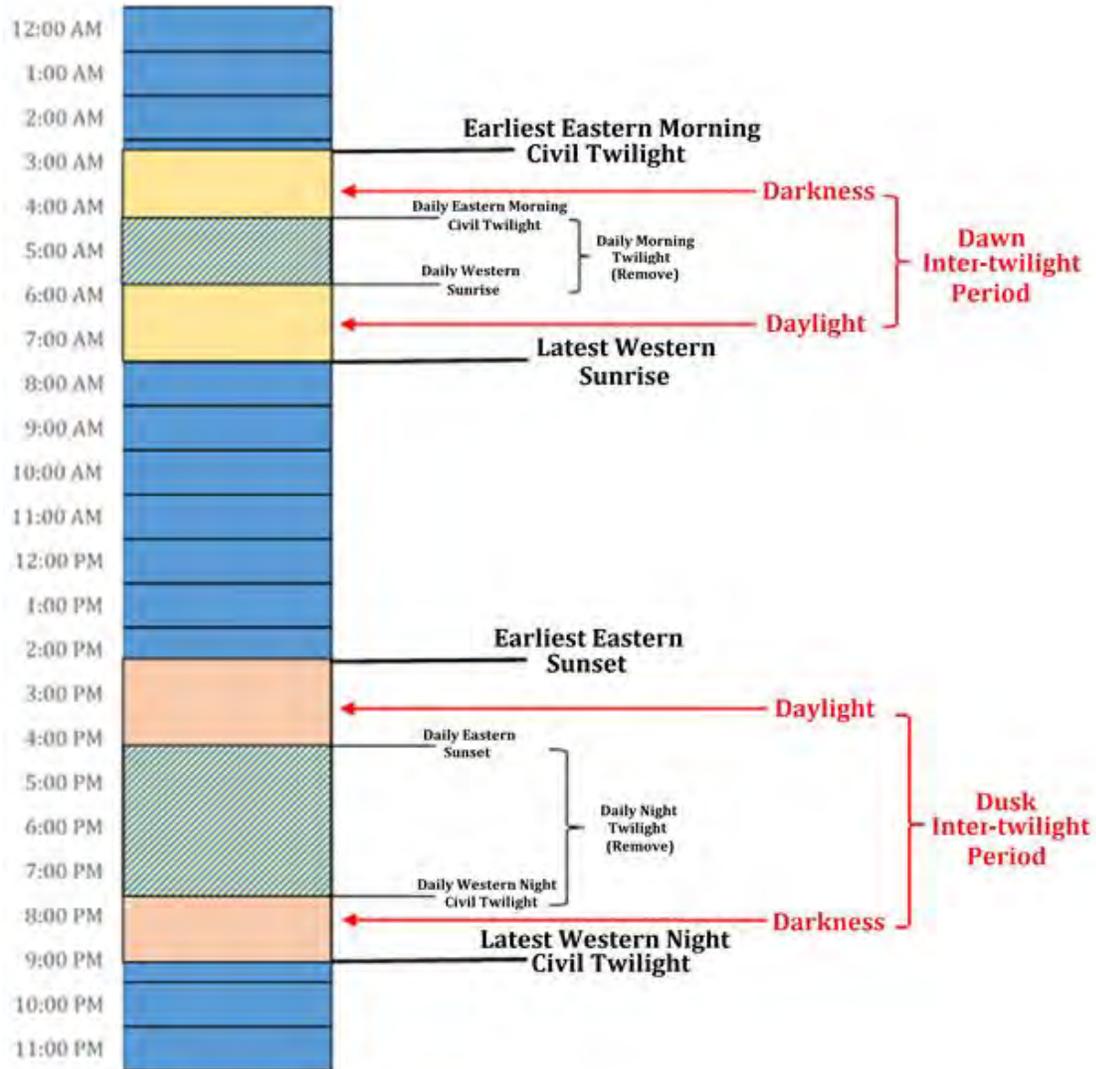
I.D. SYNTHETIC CONTROL MODEL

Traditional approaches that rely on population-based benchmarks to evaluate policing data must make a variety of very strong assumptions about the underlying risk-set of motorists. These approaches, despite their flaws, are intuitively appealing because they offer tangible descriptive measures of racial and ethnic disparities. This section presents the results of a synthetic control analysis that has the same intuition as traditional population-based benchmarks but remains grounded in rigorous statistical theory. A synthetic control is a unique benchmark constructed for each individual department using various stop-specific and town-level demographic characteristics as captured through inverse propensity score weighting. The synthetic control is then used to assess the effect of treatment on an outcome variable(s). In the present context, treatment is defined as a traffic stop made by a specific municipal police department and the outcome variable(s) indicates whether a motorist is a racial or ethnic minority.[2]

In observational studies, as opposed to randomized control trials, it is difficult to estimate the causal effect of treatment. The difficulty emerges because assignment to treatment occurs on a non-random basis and is often confounded with other variables. Regression analysis can accurately estimate the effect of treatment if all possible factors driving treatment are available to the analyst and the model is specified correctly. In reality, however, there are both observed as well as unobserved variables that confound the effect of treatment. These confounding variables create bias that hides the true impact of treatment on the outcome variable. As a result, it becomes difficult to disentangle the effect of treatment from compositional differences in the observed and unobserved variables.

The problem of estimating treatment effects arises because unobserved variables affect both selection into treatment and outcome. Weighting the observations by the inverse of the propensity score ensures that the distribution of observable characteristics is consistent between the synthetic control and the department of interest. As long as these observed variables are predictive of unobserved confounders, inverse propensity score weighting allows for an unbiased estimate of the effect of treatment on the outcome variable. In the present context, constructing a synthetic control using inverse propensity score weights allows for an assessment of the whether specific departments are disproportionately stopping minority motorists. This methodology follows a rich and extensive literature spanning the fields of statistics, economics, and public policy. The application of similar methodologies to policing data have recently entered the criminal justice literature through notable applications by McCaffrey et al. (2004), Ridgeway (2006), Ridgeway and MacDonald (2009), and Saunders et al. (2014).

I.D (1): CONSTRUCTING THE SYNTHETIC CONTROL

Rosenbaum and Rubin (1983) characterize the propensity score as the probability of assignment to treatment conditional on pretreatment variables. The key insight is that conditional on this scalar function, assignment to treatment will be independent of the outcome variable. Simply put, given some *observed* pretreatment variables, it is possible to identify the conditional probability of treatment. Correctly adjusting for this conditional probability allows for the bias associated with *observed* covariates to be statistically controlled. If these observed covariates are correlated with unobserved variables, these

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[2] In the proceeding methodological discussion the details of the estimation procedure are presented as if a single treatment effect were estimated using a single outcome variable. However, the estimates were constructed for each municipal department using four different outcome variables.

confounding factors will also be controlled for statistically. This methodology allows for a causal interpretation of the difference between outcomes associated with treatment and control.

Hirano and Imbens (2001) note that a useful adjustment is to weight observations according to their propensity scores. This adjustment effectively creates a balanced sample among treatment and control observations. Conveniently, when the estimate of interest is the treatment effect on the treated, only potential control observations need to be weighted. In this context, the weight that balances the sample and removes bias associated with pretreatment confounding factors is exactly the inverse of the propensity score. Ridgeway and MacDonald (2009) and Saunders et al. (2014) apply this technique in the context of policing data by matching the joint distribution of a particular officer's stop features to those by other officers. The analysis proceeds by extending this technique for the purposes of developing synthetic controls of municipal police departments using microdata on police stops in combination with U.S. Census Bureau data on demographic and employment characteristics.

We begin using the dataset of k demographic and employment characteristics for county subdivision j in Connecticut. This set of variables also contains characteristics including: the racial and ethnic composition of the town, age and gender demographics, population size, land area, population density, housing characteristics, commuter patterns, employment in retail and entertainment sectors, and the aggregate racial and ethnic composition of all contiguous towns. We then applied principal components analysis to reduce dimensionality and assure orthogonality. Components were selected using Guttman-Kaiser's stopping rule, which suggests only keeping those with an Eigen value of 1.2 or larger.

Formally, the i'th loading factor is simply:

$$w_{(i)} = \frac{\arg max}{\|w\| = 1} \left\{ \Sigma_k [w \cdot x_j]^2 \right\}. \tag{5}$$

Indices were then constructed for each component satisfying Guttman-Kaiser's stopping rule where:

$$y_{j,(i)} = \sum_k w_{(i)} x_j \tag{6}$$

Next, we attach the components capturing residential demographic and economic characteristics to the traffic stop data. We then conduct a second principal components analysis using variables from the traffic stop data itself, again to reduce dimensionality and ensure orthogonality. Traffic stop characteristics include time of the day, day of the week, month, department traffic stop volume, officer traffic stop volume, and type of traffic stop.

We then estimate propensity scores for each j department using a logistic regression of the form:

$$ln\left(\frac{F(j)}{1 - F(j)}\right) = \beta_0 + \sum_i y_{j,(i)} \tag{7}$$

Propensity score p_j are used to construct weights that are equal to one for the department of interest (i.e. the treatment group) and equal to $p_j/(1 - p_j)$ for stops made in all other departments. Applying a

propensity score weight to stops made by other departments in the state creates a synthetic control group with a comparable distribution of stop-specific and town-level characteristics. The propensity score and resulting weight for those stops with characteristics that are drastically different than stops made by the department of interest will approach zero. As a result, the synthetic control will consist of the stops that are similar, in terms of stop-specific and town-level characteristics, to those made by the department of interest. The construction of a synthetic control group using propensity scores allows the comparison to reflect the average treatment effect on the treated and abstract from potential bias in so far as the observable covariates control for selection into treatment.

Hirano and Imbens (2001) extend the weighting framework to what Robins and Ritov (1997) refer to as doubly robust estimation. That is, including additional covariates to a semi-parametric least-squares regression model enables capture of a more precise estimate of the treatment effect. It is shown in both of these discussions that such an estimator is consistent if either of the models is specified correctly. Ridgeway and MacDonald (2009) further extend the doubly robust propensity score framework to policing data. Specifically, the authors look at whether the department of interest deviates from the synthetic control along the outcome dimension. Here, we provide estimates with and without so called doubly-robust estimation of treatment effects.

Treatment effects are estimated using a logistic regression of the form:

$$ln\left(\frac{F(m)}{1 - F(m)}\right) = \left(\frac{p_j}{1 - p_j}\right)\left(\beta_0 + t(j) + \sum_i y_{j,(i)}\right)$$

(8)

If a particular department is designated as a treatment to a group of stops, it follows that the outcome of interest would be motorist race. The question is then simply, does the intervention by a particular department result in a relatively higher stop rate of minority motorists, controlling for all observable factors? Combining inverse propensity score weighting with regression analysis allows for a more precise answer to this question. In the circumstance where the synthetic control and individual department do not perfectly match along all dimensions of stop features, there is potential for bias in any comparison, especially if those features by which they differentiate relate to a motorist's race. Doubly robust estimation helps to remove this source of potential bias by controlling for these features, resulting in a much more accurate department effect. The share of minority motorists stopped within a department was evaluated through a direct comparison with a unique synthetic control.

I.E. KPT HIT-RATE MODEL

Analysis conducted using post-stop variables has historically been seen as favorable to benchmarks because it does not rely on any assumptions about the underlying risk-set. The focus on post-stop analysis has, however, decreased since the *VOD* was developed to accomplish these same feats with pre-stop data. The disadvantage of post-stop analysis is the small sample size when considering vehicular searches. In many cases, one is unable to estimate the model at the department-level because of this issue.

Knowles, Persico, and Todd (2001) present a behavior-based model for testing and identifying disparate treatment in police searches. The model incorporates rational motorist behavior, with respect to driving with contraband, and optimal officer response. The testable implication derived from this model is that the equilibrium search strategy, in the absence of group bias, will result in an equalization of the rate of contraband that is found relative to the total number of searches (i.e. the hit-rate) across motorist groups. Knowles et al. (2001) outline a testable hypothesis and use a nonparametric test, the Pearson X^2 test, to evaluate their hypothesis. Since its initial presentation in the *Journal of Political Economy*, the test outlined by Knowles et al. that has subsequently become known as a test of the hit-rate test, has been applied widely across the nation.

I.E (1): CONSTRUCTING THE HIT-RATE TEST

The logic of the hit-rate test follows from a simplified game theoretic exposition. In the absence of disparate treatment, the costs of searching different groups of motorists are equal. Police officers make decisions to search in an effort to maximize their expectations of finding contraband. The implication being that police will be more likely to search a group that has a higher probability of carrying contraband, i.e. participate in statistical discrimination. In turn, motorists from the targeted demography understand this aspect of police behavior and respond by lowering their rate of carrying contraband. This iterative process continues within demographic groups until, in equilibrium, it is expected that an equalization of hit-rates across groups is found.

Knowles et al. introduce disparate treatment via search costs incurred by officers that differ across demographic groups. An officer with a lower search cost for a specific demographic group will be more likely to search motorists from that group. The result of this action will be an observable increase in the number of targeted searches for that group. As above, the targeted group will respond rationally and reduce their exposure by carrying less contraband. Eventually, the added benefit associated with a higher probability of finding contraband in the non-targeted group will offset the lower cost of search for that group. As a result, one would expect the hit-rates to differ across demographic groups in the presence of disparate treatment.

Knowles et al. (2001) developed a theoretical model with testable implications that can be used to evaluate statistical disparities in the rate of searches across demographic groups. Following Knowles et al. an empirical test of the null hypothesis (that no racial or ethnic disparity exists) in Equation 9 is presented.

$$P(H = 1 \mid m, S) = P(H = 1|S) \; \forall \, r, c \qquad (9)$$

Equation 9 computes the probability of a search resulting in a hit across different demographic groups. If the null hypothesis was true and there was no racial or ethnic disparity across these groups, one would expect the hit-rates across minority and non-minority groups to reach equilibrium. As discussed previously, this expectation stems from a game-theoretic model where officers and motorists optimize their behaviors based on knowledge of the other party's actions. In more concrete terms, one would expect motorists to lower their propensity to carry contraband as searches increase while officers would raise their propensity to search vehicles that are more likely to have contraband. Essentially, the model allows for statistical discrimination but finds if there is bias-based discrimination.

An important cautionary note about hit-rate tests related to an implicit infra-marginality assumption. Specifically, several papers have explored generalizations and extensions of the framework and found that, in certain circumstances, empirical testing using hit-rate tests can suffer from the infra-marginality problem as well as differences in the direction of bias across officers (see Antonovics and Knight 2004; Anwar and Fang 2006; Dharmapala and Ross 2003). Knowles and his colleagues responded to these critiques with further refinements of their model that provide additional evidence of its validity (Persico and Todd 2004). Although the results from a hit-rate analysis help contextualize post-stop activity within departments, the results should only be considered as supplementary evidence.

PART II: TRAFFIC STOP ANALYSIS AND FINDINGS, 2015-16

II.A: CHARACTERISTICS OF TRAFFIC STOP DATA

This section examines general patterns of traffic enforcement activities in Connecticut for the study period of October 1, 2015 to September 30, 2016. Statewide and agency activity information can be used to identify variations in traffic stop patterns to help law enforcement and local communities understand more about traffic enforcement. Although some comparisons can be made between similar communities, we caution against comparing agencies' data in this section of the report. Please note that the tables included in this report present information from only a limited number of departments. Complete tables for all agencies are included in the technical appendix.

In Connecticut, more than 560,000 traffic stops were conducted during the 12-month study period. Almost 63% of the total stops were conducted by the 93 municipal police departments, 36% of the total stops were conducted by state police, and the remaining 1% of stops were conducted by other miscellaneous policing agencies. Figure II.A.1 shows the aggregate number of traffic stops by month along with each demographic category. As can be seen below, the volume of traffic stops has a seasonal variation pattern. However, the proportion of minority stops remained relatively consistent across the year.

Figure II.A.1: Aggregate Traffic Stops by Month of the Year
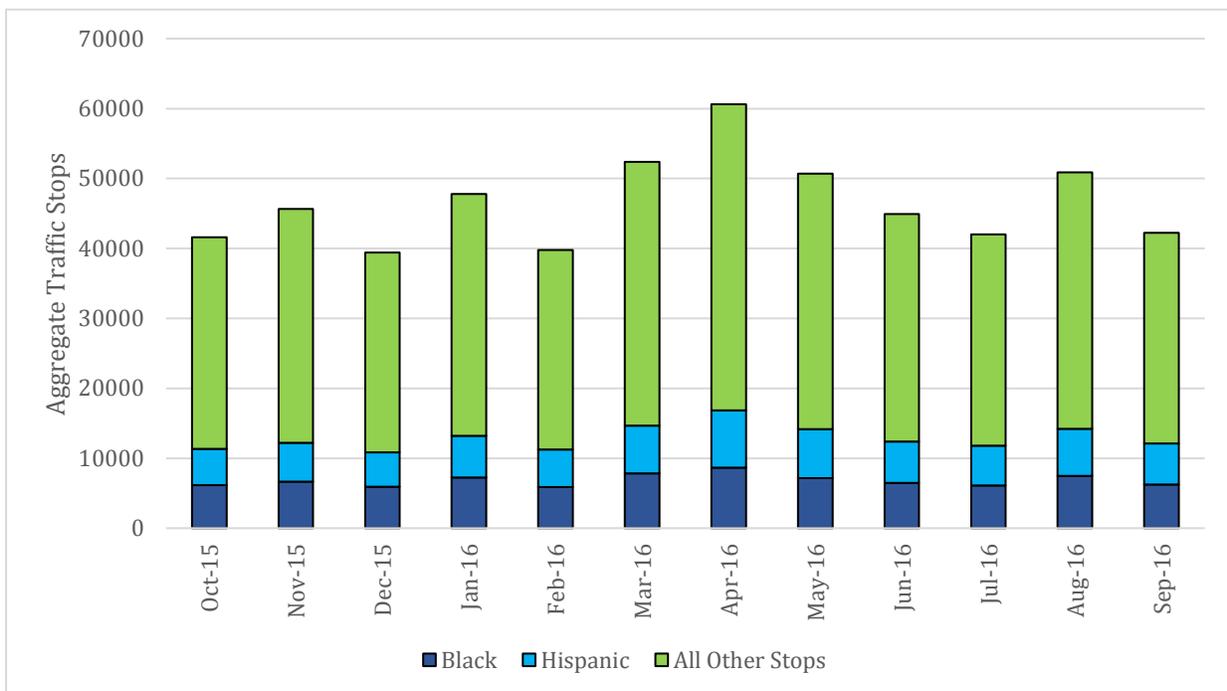
Figure II.A.2 displays traffic stops by time of day for the entire analysis period. As can be seen from the figure, the total volume of traffic stops fluctuates significantly across different times of the day. The highest hourly volume of traffic stops in the sample occurred from five to six in the evening and accounted for 7.3% of all stops. It is not surprising that the volume of traffic stops increases between these hours as this is a peak commuting time in Connecticut. The lowest volume of traffic stops occurred between four and five in the morning and continued at a suppressed level during the morning commute. The low level of traffic stops during the morning commute is likely due to an interest in maintaining a smooth flow of

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traffic during these hours. Discretionary traffic stops might be less likely to be made during these hours relative to others in the sample.

The evening commute, in contrast to the morning commute, represents a period when a significant proportion of traffic stops are made. The surge seen between the hours of four and seven at night represents the most significant period of traffic enforcement. In aggregate, stops occurring between these hours represented 19.5% of total stops. Interestingly, there seems to be a significant correlation between the proportion of minority stops and the overall volume of stops. In particular, the share of Hispanic and Black stops increase when the total volume of stops increase.

Figure II.A.2: Aggregate Traffic Stops by Time of Day
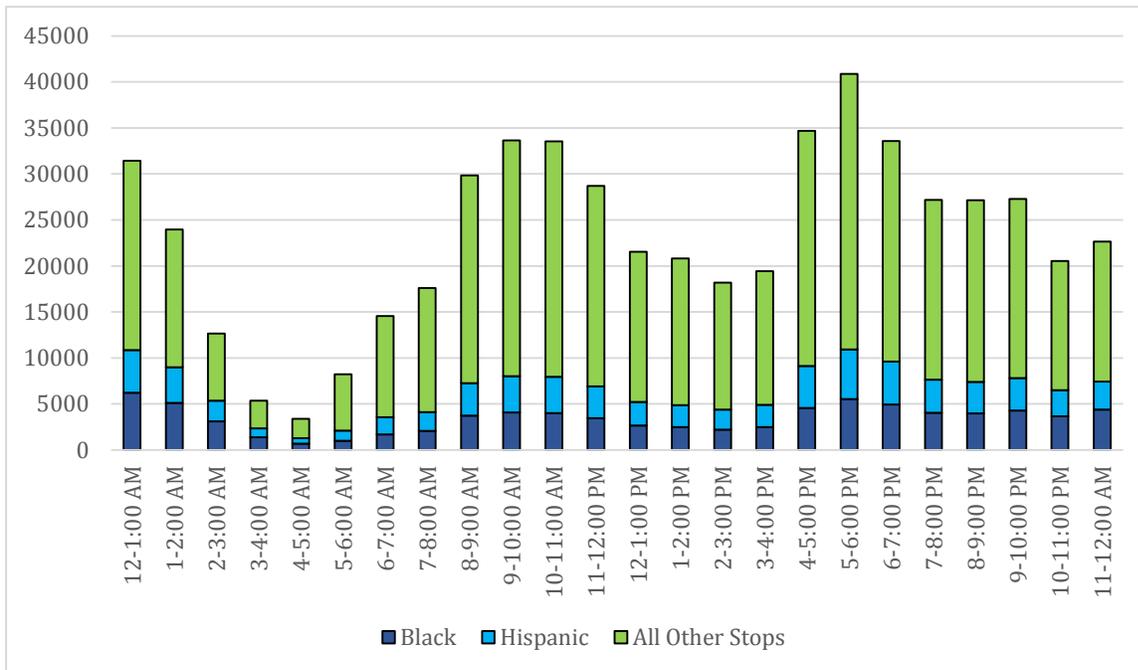
Figure II.A.3 illustrates the average number of traffic stops by month for municipal police agencies and the state police. The data illustrates a fairly stable pattern of municipal traffic stop enforcement with the average number of traffic stops ranging from 276 to 451 each month for each agency. State police traffic stops are less stable by month relative to the municipal departments and range from a low of 1096 to a high of 1675. This may be due to the nature of state police traffic enforcement activity that fluctuates for a variety of reasons including enforcement campaigns around the holidays.

Figure II.A.3: Average Number of Traffic Stops by Month for Police Agencies
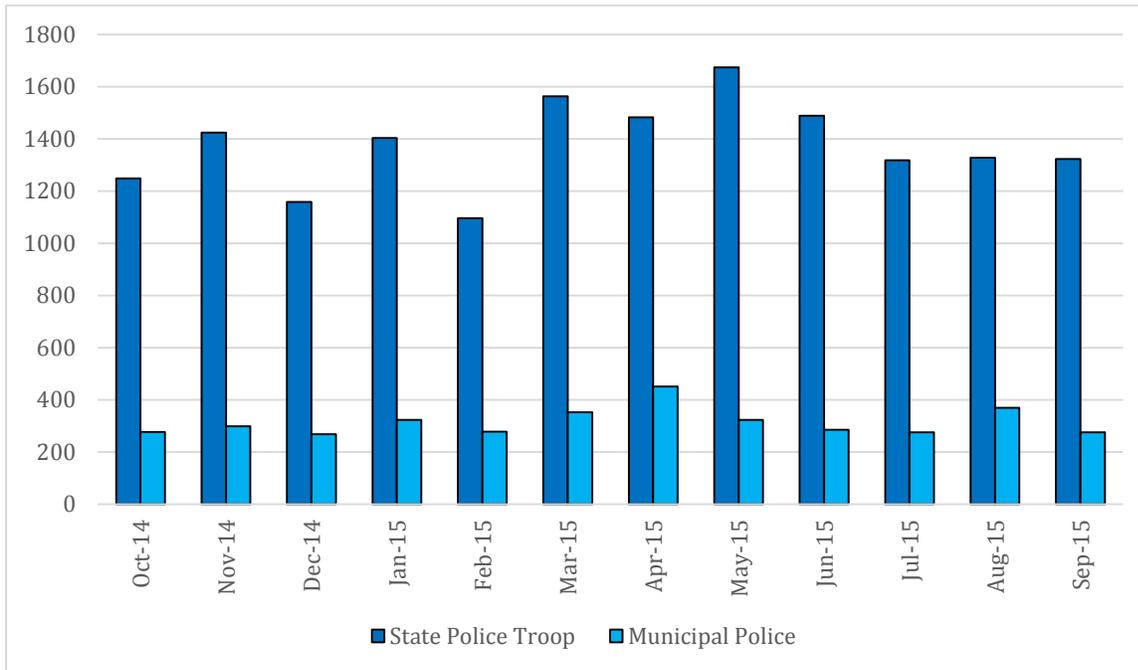
The level of and reason for traffic stop enforcement varies greatly across agencies throughout the state for a number of reasons. For example, some enforcement is targeted to prevent accidents in dangerous areas, combat increased criminal activity, or respond to complaints from citizens. Those agencies with active traffic units produce a higher volume of traffic stops. The rate of traffic stops per 1,000 residents in the population helps to compare the stop activity between agencies. The five municipal police agencies with the highest stop rate per 1,000 residents are Wilton, New Canaan, Ridgefield, Orange, and Old Saybrook. Conversely, Middlebury, Shelton, Portland, Wolcott and Bridgeport have the lowest rate of stops per 1,000 residents. Table II.A.1 shows the distribution of stops for the highest and lowest level of enforcement per 1,000 residents for police agencies.

Table II.A.1: Municipal Police, Highest and Lowest Rates of Traffic Stops

Town Name	16+ Population*	Traffic Stops	Stops per 1,000 Residents
Connecticut	2,825,946	558,036	197
Municipal Departments with the Highest Rate of Traffic Stops			
Wilton	12,973	6,020	464
New Canaan	14,138	6,445	456
Ridgefield	18,111	7,979	441
Orange	11,017	4,295	390
Old Saybrook	8,330	3,142	377
Ansonia	14,979	5,110	341
Berlin	16,083	5,257	327
Monroe	14,918	4,625	310
Waterford	15,760	4,874	309
Westport	19,410	5,964	307
Municipal Departments with the Lowest Rate of Traffic Stops			
Middlebury	5,843	59	10
Shelton	32,010	740	23
Portland	7,480	199	27
Wolcott	13,175	376	29
Bridgeport**	109,401	3,118	29
Waterbury	83,964	3,208	38
Middletown**	38,747	1,616	42
Meriden	47,445	2,055	43
Stratford	40,980	1,957	48
Hartford**	93,669	4,505	48

* The population 16 years of age and older was obtained from the United States Census Bureau 2010 Decennial Census.
**Bridgeport, Middletown, and Hartford did not report an indeterminate number of traffic stops. Please see the note to the reader on page xvi.

Table II.A.2 presents some basic demographic data on persons stopped in Connecticut between October 1, 2015 and September 30, 2016. Nearly two-thirds (63.1%) of drivers stopped were male and the vast majority of drivers (85.3%) were Connecticut residents. Of the stops conducted by police departments other than state police, 89.2% were Connecticut residents. Of the stops made by state police, 78.3% were Connecticut residents. About one-third (38%) of drivers stopped were under the age of 30 compared to

23% over 50. The vast majority of stops in Connecticut were White Non-Hispanic drivers (69.2%);14.7% were Black Non-Hispanic drivers; 13.1% were Hispanic drivers; and 3.0% were Asian/Pacific Islander Non-Hispanic and American Indian/Alaskan Native Non-Hispanic drivers.

Table II.A.2: Statewide Driver Characteristics

Race and Ethnicity		Gender		Residency		Age	
White	69.2%					16 to 20	8.2%
		Male	63.1%	Connecticut Resident	85.3%	21 to 30	29.7%
Black	14.7%					31 to 40	20.7%
All Other Races	3.0%					41 to 50	17.8%
		Female	36.9%	Nonresident	14.7%	51 to 60	14.5%
Hispanic	13.1%					Older than 61	8.9%

Table II.A.3 presents data on the characteristics of the traffic stops in the state. Most traffic stops were made for a violation of the motor vehicle laws (89%) as opposed to a stop made for an investigatory purpose. The most common violation drivers were stopped for was speeding (28.5%). After a driver was stopped, almost half (45.3%) were given a ticket while most of the remaining drivers received some kind of a warning (47.5%). The rate of tickets versus warnings differs greatly among communities and is a topic that is discussed later in this report. Statewide, less than 1% of traffic stops resulted in a Uniform Arrest Report and only 3.0% of stops resulted in a vehicle search.

Table II.A.3: Statewide Stop Characteristics

Classification of Stop		Basis for Stop	
Motor Vehicle Violation	89.4%	Speeding	28.5%
Equipment Violation	8.8%	Cell Phone	9.5%
Investigatory	1.8%	Registration	9.1%
Outcome of Stop		STC Violation	8.5%
Uniform Arrest Report	0.9%	Defective Lights	8.4%
Misdemeanor Summons	4.8%	Misc. Moving Violation	8.3%
Infraction Ticket	45.3%	Traffic Control Signal	6.9%
Written Warning	16.1%	Stop Sign	6.7%
Verbal Warning	31.4%	Seatbelt	3.8%
No Disposition	1.6%	Display of Plates	2.5%
Vehicles Searched	3.0%	All Other	7.8%

In addition to the difference in the volume of traffic stops across communities, agencies stopped drivers for a number of different reasons. Police record the statutory reason for stopping a motor vehicle for every stop. Those statutes are then sorted into 15 categories from speeding to registration violation to stop sign violation. For example, all statutory violations that are speed related are categorized as speeding. Although speeding is the most often cited reason for stopping a motor vehicle statewide, the results vary by jurisdiction. Table II.A.4 shows the top 10 departments where speeding (as a percentage of all stops) was the most common reason for the traffic stop.

Table II.A.4: Highest Speeding Stop Rates across All Departments

Department Name	Total Stops	Speeding Violations
Ledyard	1,300	67.9%
Suffield	1,336	60.8%
Simsbury	3,868	56.9%
Easton	712	55.9%
Portland	199	55.3%
New Milford	2,791	54.9%
Enfield	7,904	53.5%
Guilford	4,270	53.0%
Redding	2,023	52.4%
Ridgefield	7,979	52.3%

The average municipal police department stops for speeding violations was 28.3% compared to the state police average of 32.4%. Due to the nature of state police highway operations, it is reasonable that its average for speeding is higher. In Ledyard, Suffield, Simsbury, Easton, Portland, New Milford, Enfield, Guilford, Redding, Ridgefield, Groton Long Point, and Wolcott, more than 50% of the traffic stops were for speeding violations. On the other hand, Yale University, Western Connecticut State University and the State Capitol Police stopped drivers for speeding less than 5% of the time. The three special police agencies (Yale, WCSU, and State Capitol Police) have limited jurisdiction and it is reasonable that they are not stopping a high percentage of drivers for speeding violations. Registration violations have been cited as a low discretion reason for stopping a motor vehicle, particularly due to the increased use of license plate readers to detect registration violations. Statewide, 9.1% of all traffic stops are for a registration violation. Table II.A.5 presents the top 10 departments with the highest percentage of stops for registration violations.

Table II.A.5: Highest Registration Violation Rates across All Departments

Department Name	Total Stops	Registration Violations
Branford	4,435	28.3%
North Branford	1,089	23.1%
Troop L	11,017	21.1%
Trumbull	2,340	19.0%
Watertown	1,698	17.3%
Troop G	21,411	16.9%
Troop B	8,094	16.7%
West Haven	6,127	16.7%
Troop A	19,136	15.9%
Redding	2,023	15.8%

The Connecticut Department of Transportation and the National Highway Safety Administration work together every year to fund a variety of different driver safety campaigns. Some of the campaigns that we are most familiar with include: "Click it or Ticket," "Drive Sober or get Pulled Over," and "Move Over." Each year law enforcement agencies receive federal grants to fund targeted traffic safety campaigns. Over the past few years there has been an increase in federal funding for distracted driver campaigns. This past year, Connecticut continued to see a significant increase in distracted driving related traffic stops. Stops as the result of a cell phone violation are the second most common reason for stopping a driver. Statewide, 9.5% of all stops were the result of a cell phone violation and this rate varies across departments. Table II.A.6 presents the top 10 departments with the highest percentage of stops for cell phone violations.

Table II.A.6: Highest Cell Phone Violation Rates across All Departments

Department Name	Total Stops	Cell Phone Violations
Hamden	3,767	41.9%
Danbury	5,907	41.2%
Middlebury	59	28.8%
West Hartford	9,079	28.3%
Stamford	5,519	27.1%
Berlin	5,257	25.3%
Bridgeport*	3,118	24.7%
Westport	5,964	24.5%
Norwalk	4,191	22.1%
Brookfield	2,299	19.8%

Bridgeport did not report an indeterminate number of traffic stops. Please see the note to the reader on page xvi.

Some Connecticut residents have expressed concern about the stops made for violations that are perceived as more discretionary in nature; therefore potentially making the driver more susceptible to possible police bias. Those stops are typically referred to as pretext stops and might include stops for defective lights, excessive window tint, or a display of plate violation each of which, though a possible violation of state law, leaves the police officer with considerable discretion with respect to actually making the stop. A statewide combined average for stopping drivers for any of these violations is 12.3%. Sixty-two municipal police departments exceeded that statewide average. The departments with the highest percentage of stops conducted for these violations are Newington (34.9%), Plymouth (34.7%), Torrington (33.7%), UCONN (33.2%), and Middletown (31.3%).

In communities with a larger proportion of stops due to these violations, it is recommended that the departments be proactive in discussing the reasons for these stops with members of the community and examine for themselves whether or not such stops produce disparate enforcement patterns.

Many have argued that it is difficult for police to determine the defining characteristics about a driver prior to stopping and approaching the vehicle. Similar to variations found across departments for the reason for the traffic stop, there are variations that occur with the outcome of the stop. These variations illustrate the influence that local police departments have on the enforcement of state traffic laws. Some communities may view infraction tickets as the best method to increase traffic safety, while others may consider warnings to be more effective. This analysis should help police departments and local communities understand their level and type of traffic enforcement when compared to other communities.

Almost half (45%) of drivers stopped in Connecticut received an infraction ticket, while 47% received either a written or verbal warning. Individual jurisdictions varied in their post-stop enforcement actions. Danbury issued infraction tickets in 68% of all traffic stops, which is the highest in the state. Eastern Connecticut State University only issued infraction tickets in 2.3% of all traffic stops, which is the lowest rate in the state. For state police, officers not assigned to a troop issued the highest infractions (88%) and Troop L issued the lowest number of infractions (46%). Table II.A.7 presents the highest infraction rates across all departments.

Table II.A.7: Highest Infraction Rates across All Departments

Department Name	Total Stops	Infraction Ticket
Highest Municipal Departments		
Danbury	5,907	67.6%
Bridgeport*	3,118	61.9%
Norwalk	4,191	59.7%
Meriden	2,055	58.6%
New Haven	19,099	56.6%
Hartford*	4,505	56.0%
Derby	3,021	54.9%
Branford	4,435	54.3%
Stamford	5,519	52.9%
Hamden	3,767	52.6%
Highest State Police Troops		
CSP Headquarters	11,486	87.8%
Troop F	22,009	78.9%
Troop C	21,804	74.2%
Troop H	17,932	73.4%
Troop G	21,411	71.5%

*Bridgeport and Hartford did not report an indeterminate number of traffic stops. Please see the note to the reader on page xvi.

On the other hand, Eastern Connecticut State University issued warnings 95% of the time (the highest rate) and Danbury issued warnings 28% of the time (the lowest rate). For state police, Troop L issued the highest percentage of warnings (43%) and the group of officers not assigned to a troop issued the lowest percentage of warnings (7.2%). Table II.A.8 presents the highest warning rates across all departments.

Table II.A.8: Highest Warning Rates across All Departments

Department Name	Total Stops	Resulted in Warning
Highest Municipal Departments		
Eastern CT State University	128	95.3%
Redding	2,023	92.8%
Middlebury	59	91.5%
Portland	199	91.0%
Torrington	6,527	89.8%
Putnam	1,094	87.8%
Plainfield	1,740	87.2%
Suffield	1,336	87.0%
Weston	491	87.0%
Central CT State University	2,092	86.3%
Highest State Police Troops		
Troop L	11,017	43.0%
Troop B	8,094	37.0%
Troop D	14,877	30.9%
Troop K	17,769	29.0%
Troop A	19,136	27.0%

Statewide, less than 1% of all traffic stops resulted in the driver being arrested. As with infraction tickets and warnings, municipal departments varied in the percentage of arrests associated with traffic stops. The Wallingford Police Department issued the most uniform arrest reports from a traffic stop, with 4.6% of all stops resulting in an arrest. West Hartford, Waterbury and Hartford arrested more than 3% of all drivers stopped. The variation in arrest rates for state police is much smaller across troop levels. Table II.A.9 presents the highest arrest rates across all departments.

Table II.A.9: Highest Arrest Rates across All Departments

Department Name	Total Stops	Arrests
Wallingford	8,980	4.6%
West Hartford	9,079	3.4%
Waterbury	3,208	3.3%
Hartford*	4,505	3.0%
New London	4,120	3.0%
Groton Town	4,431	2.7%
Stratford	1,957	2.6%
Middletown*	1,616	2.0%
Meriden	2,055	1.9%
East Haven	3,512	1.8%

*Middletown and Hartford did not report an indeterminate number of traffic stops. Please see the note to the reader on page xvi.

Rarely do traffic stops in Connecticut result in a vehicle being searched. During the study period, only 3.0% of all traffic stops resulted in a search. Although searches are rare in Connecticut, they do vary across jurisdictions and the data provides information about enforcement activity throughout the state. When they search a vehicle, officers must report the supporting legal authority, and whether contraband was found. Forty-five departments exceeded the statewide average for searches, but the largest disparity was found in Waterbury (16.6%), Stratford (13.6%), and Middletown (10.4%). Of the remaining departments, 17 searched vehicles more than 5% of the time, 26 searched vehicles between 3% and 5% of the time, and the remaining departments searched vehicles less than 2% of the time. No state police troops exceeded

the statewide average for searches. The highest search rate was in Troop L (2.3%). Table II.A.10 presents the highest search rates across all departments.

Table II.A.10: Highest Searches Rates across All Departments

Department Name	Total Stops	Resulted in Search
Highest Municipal Departments		
Waterbury	3,208	16.6%
Stratford	1,957	13.6%
Middletown*	1,616	10.4%
Bridgeport*	3,118	9.8%
Vernon	4,104	9.4%
Yale University	380	9.2%
Danbury	5,907	8.5%
Wallingford	8,908	7.9%
Derby	3,021	7.9%
Trumbull	2,340	7.5%
Highest State Police Troops		
Troop L	11,017	2.3%
Troop G	21,411	2.2%
Troop H	17,932	2.1%
Troop C	21,804	2.1%
Troop A	19,136	1.9%

Bridgeport and Middletown did not report an indeterminate number of traffic stops. Please see the note to the reader on page xvi.

II.B: DESCRIPTIVE STATISTICS AND INTUITIVE MEASURES

The descriptive statistics and benchmarks presented in this section are an excellent first step to understand patterns in Connecticut policing data. Although these simple statistics present an intriguing story, conclusions should not be drawn from these measures. The three statistical tests of racial and ethnic disparities in the policing data are based solely on the policing data itself and rely on the construction of a theoretically derived identification strategy and a natural experiment. These results have been applied by academic and police researchers in numerous areas across the country and are generally considered to be the most current and relevant approaches to assessing policing data.

II.B (1): STATEWIDE AVERAGE COMPARISON

In this section there are identifications for each of the three categories (Black, Hispanic, and Minority) in the towns for which the statewide average comparison indicated the largest distances between the net stop percentage and net resident population using 10 or more points as a threshold. Tables showing the calculations for all of the towns, rather than just those showing distance measures of more than 10 points, can be found in the Appendix to this report. Readers should note that this section focuses entirely on towns that exceeded the statewide average for stops in these racial groups.

Comparison of Black Drivers to the State Average

For the study period from October 1, 2015 through September 30, 2016, the statewide percentage of drivers stopped by police who were identified as Black was 14.6%. A total of 27 departments stopped a higher percentage of Black drivers than the state average, 10 of which exceeded the statewide average by more than 10 percentage points. The statewide average for Black residents (16+) is 9.1%. Of the 27 towns that exceeded the statewide average for Black drivers stopped, 17 also have Black resident populations (16+) that exceeded the statewide average.

After the stop and resident population percentages were adjusted using the method described above, a total of six towns were found to have a relative distance between their net Black driver stop percentage and net Black population percentage of more than 10 points. These were Stratford, Orange, Trumbull, East Hartford, and Woodbridge. Table II.B.1 shows the data for these six towns. Results for all departments can be found in the Appendix of this report.

Each of the six towns has at least one contiguous town with a resident Black population that exceeds the state average. Stratford and Trumbull border Bridgeport; Woodbridge borders three such towns (New Haven, Hamden, and Ansonia); and Orange borders New Haven and West Haven.

In three of the six towns—Orange, Trumbull, and Woodbridge-- more than 90% of the Black drivers who were stopped were not residents of the town. The statewide average for stopped Black drivers who were not residents of the town in which they were stopped was 56%.

Table II.B.1: Statewide Average Comparisons for Black Drivers for Selected Towns

Municipal Department	Black Stops	Difference Between Town and State Average	Black Residents Age 16+	Difference Between Town and State Average	Distance Between Net Differences	Nonresident Black Stops
Stratford	31.2%	16.6%	12.8%	3.6%	13.0%	61.1%
Orange	19.4%	4.8%	1.3%	-7.8%	12.6%	98.6%
Trumbull	20.7%	6.1%	2.9%	-6.2%	12.4%	93.8%
East Hartford	39.6%	25.0%	22.5%	13.4%	11.6%	46.3%
Woodbridge	18.6%	4.0%	1.9%	-7.2%	11.2%	98.3%
Wethersfield	18.7%	4.1%	2.8%	-6.4%	10.4%	80.6%
Connecticut	14.6%	0.0%	9.1%	0.0%	NA	56.0%

Comparison of Hispanic Drivers to the Statewide Average

For the study period from October 1, 2015 through September 30, 2016, the statewide percentage of drivers stopped by police who were identified as Hispanic was 13%. A total of 30 towns stopped a higher percentage of Hispanic drivers than the state average, ten of which exceeded the statewide average by more than 10 percentage points. Six of the 30 departments exceeded the statewide average by 1.5 percentage points of less.

The statewide Hispanic resident population (16+) is 11.9%. The ratio of stopped Hispanic drivers to Hispanic residents (16+) on a statewide basis was slightly higher (13.0% Hispanic drivers' stopped/11.9% Hispanic residents). Of the 30 towns that exceeded the statewide average for Hispanic drivers stopped, 16 also have Hispanic resident populations (16+) that exceeded the statewide average, although Stratford's Hispanic population exceeded the average by only 0.01%.

After the stop and resident population percentages were adjusted using the method described above, a total of five towns were found to have a relative distance between their net Hispanic driver stop percentage and net Hispanic population percentage of more than 10 points. The five towns were Wethersfield, Darien, Newington, Wolcott, and Wilton. The Berlin Police Department fell just below the 10-point threshold. Table II.B.2 shows the data for the towns named above. All agency data can be found in the Appendix of this report.

All five towns that have a relative difference between their net Hispanic driver stop percentage and net Hispanic population percentage of more than 10 points have at least one contiguous town with a resident Hispanic population (16 +) that exceeds the state average. Each of the following three towns borders two such towns: Wethersfield (Hartford and East Hartford), Darien (Stamford and Norwalk), and Newington (Hartford and New Britain); and the following two towns border one such town: Wolcott (Waterbury) and Wilton (Norwalk).

In three of the top five towns- Darien, Wolcott and Wilton- more than 90% of the Hispanic drivers stopped were not residents of the town. The nonresident stop rate for Hispanic drivers in Newington was 85%. The statewide average for stopped Hispanic drivers who were not residents of the town in which they were stopped was 57.8%.

Table II.B.2: Statewide Average Comparisons for Hispanic Drivers for Selected Towns

Municipal Department	Hispanic Stops	Difference Between Town and State Average	Hispanic Residents Age 16+	Difference Between Town and State Average	Distance Between Net Differences	Non-Residents Hispanic Stops
Wethersfield	28.1%	15.1%	7.1%	-4.8%	19.9%	72.5%
Darien	18.4%	5.4%	3.5%	-8.4%	13.8%	96.7%
Newington	20.7%	7.7%	6.4%	-5.5%	13.2%	84.5%
Wolcott	16.5%	3.4%	2.8%	-9.1%	12.5%	93.6%
Wilton	14.0%	1.0%	2.7%	-9.2%	10.1%	94.4%
Connecticut	13.0%	0.0%	11.9%	0.0%	NA	57.8%

Comparison of Minority Drivers to the State Average

The final category involves all drivers classified as "Minority." This Minority category includes all racial classifications except for white drivers. Specifically it covers Blacks, Hispanics, Asian/Pacific Islander, American Indian/Alaskan Native, and Other Race classifications included in the census data.

For the study period from October 1, 2015 through September 30, 2016, the statewide percentage of stopped drivers who were identified as Minority was 30.6%. A total of 30 towns stopped a higher percentage of Minority drivers than the state average, 17 of which exceeded the state average by more than 10 percentage points.

The statewide average for Minority residents (16+) was 25.2%. Of the 30 towns that exceeded the statewide average for Minority drivers stopped, 20 also have Minority resident populations (16 +) that exceeded the statewide average.

After the stop resident population percentages were adjusted using the method described above, a total of 13 towns were found to have a relative distance between their net Minority driver stop percentage and net Minority driving age population percentage of more than 10 points. Table II.B.3 shows the data for these 13 towns. The complete data for all towns can be found in the Appendix to this report.

All but three of the towns have at least one contiguous town with a resident Minority driving age population that exceeds the state average, including West Hartford and Woodbridge with three such towns. Wethersfield, Newington, Trumbull, Orange, Berlin and Darien border two such towns. East Hartford, Wolcott, Stratford, Wilton, and Fairfield border one such town.

Ten of the 13 towns reported more than 80% of the stops of Minority drivers involved nonresidents. East Hartford reported approximately 45% nonresidents among the Minority drivers stopped which was the lowest of the 13. The statewide average for stopped Minority drivers who were not residents of the town in which they were stopped was 57.2%.

Table II.B.3: Statewide Average Comparisons for Minority Drivers for Selected Towns

Municipal Department	Minority Stops	Difference Between Town and State Average	Minority Residents Age 16+	Difference Between Town and State Average	Distance Between Net Differences	Non-Residents Minority Stops
Wethersfield	48.4%	17.8%	12.5%	-12.8%	30.6%	75.5%
Stratford	53.4%	22.8%	27.2%	2.0%	20.8%	62.1%
Trumbull	37.4%	6.8%	6.8%	-13.3%	20.1%	92.8%
Darien	32.3%	1.7%	7.2%	-18.1%	19.7%	95.1%
Orange	34.7%	4.1%	10.8%	-14.5%	18.6%	96.9%
Newington	37.6%	7.0%	14.5%	-10.7%	17.7%	84.1%
Fairfield	30.8%	0.2%	10.0%	-15.2%	15.4%	92.8%
Wolcott	25.5%	-5.1%	5.4%	-19.8%	14.7%	90.6%
Berlin	25.6%	-5.1%	5.8%	-19.5%	14.4%	91.4%
Wilton	27.6%	-3.0%	8.1%	-17.1%	14.2%	93.3%
West Hartford	39.9%	9.3%	21.8%	-3.4%	12.8%	85.4%
East Hartford	69.2%	38.6%	51.6%	26.4%	12.2%	45.4%
Woodbridge	29.9%	-0.7%	12.8%	-12.4%	11.7%	95.2%
Connecticut	30.6%	0.0%	25.2%	0.0%	NA	57.2%

Special Police Departments

This section briefly discusses the data from those special police departments whose stop data exceeded the statewide averages for Black, Hispanic, or Minority drivers. It is important to note that currently there is no effective method for benchmarking the data from these special departments due to their operations' unique characteristics. However, since many of these departments are situated in urban environments, the population demographics for the municipalities which host them can serve as a proxy benchmark, provided it is viewed with caution. Conclusions should not be drawn for these departments until appropriate benchmarks have been determined.

In the following six special departments, stops for Black drivers exceeded the statewide average: (1) State Capitol Police (22.5%), (2) Central Connecticut State University (18.7%), (3) Department of Motor Vehicle (17.1%), (4) Mashantucket Pequot Police (14.9%), (5) Southern Connecticut State University (59.9%), and (6) Yale University (35.0%). The State Capitol Police made only 222 stops and the Mashantucket Pequot Police made 215 stops which is marginal with respect to yielding valid percentage distributions. The remaining four agencies made a sufficient number of stops to yield valid percentage distributions.

With regard to Hispanic drivers, four special departments exceeded the statewide average for Hispanic stops: (1) Western Connecticut State University (35.0%), (2) State Capitol Police (18.5%), (3) Central Connecticut State University (16.3%), and (4) Yale University (13.4%). Western Connecticut State University did not conduct a sufficient number of stops to yield a valid percentage. Yale University exceeded the statewide average by an insignificant amount (less than 0.5%) and none of the agencies yielded disparities when applied to the host town's population.

Lastly, six special departments exceeded the statewide average for all Minority stops: (1) Central Connecticut State University (37.4%), (2) Southern Connecticut State University (72.4%), (3) Yale University (55.3%), (4) State Capitol Police (44.1%), (5) Western Connecticut State University (45.0%), and (6) Mashantucket Pequot Police (36.7%). Western Connecticut State University did not conduct a

significant number of stops to yield a valid percentage. When compared to the demographics of the host town the results show no disparities.

While several special departments exceeded the statewide stop average for drivers in one or more of the three demographic categories, only the stops made by the Southern Connecticut State University (SCSU) police department involving Black drivers is worth noting. While this data shows a disparity above the 10-point threshold applied to municipal departments when using the New Haven demographics as a proxy benchmark, it should be viewed differently due to the relatively small number of stops made by SCSU and the comparison to the New Haven demographic data. This finding is consistent with the results of last year's analysis. It is suggested that the SCSU data involving Black stops continue to be monitored and that the department review its data to determine any factors that may be influencing these numbers.

II.B (2): ESTIMATED DRIVING POPULATION COMPARISON

The EDP analysis was confined to the 93 municipal police departments in Connecticut. There are 80 municipalities in Connecticut that either (1) do not have their own departments and rely upon the state police for their law and traffic enforcement services or (2) have one or more resident state troopers who either provide their police services or supervise local constables or law enforcement officers. Most of these communities are smaller and located in Connecticut's more rural areas. Once the state police stops made on limited access highways were removed from the data, we found that these towns generally had too few stops during the 6am to 10am and 3pm to 7pm periods to yield meaningful comparisons. Consequently, these towns were not considered appropriate candidates for the EDP analysis.

The only traffic stops included in this analysis were stops conducted Monday through Friday from 6:00am to 10:00am and 3:00pm to 7:00pm (peak commuting hours). Overall, when compared to their respective EDP, 74 departments had a disparity between the Minorities stopped and the proportion of non-whites estimated to be in the EDP. For many of these departments (30) the disparity was very small (less than five percentage points). In the remaining 19 communities, the disparity was negative, meaning that more whites were stopped than expected in the EDP numbers. However, the negative disparities were also very small in most communities. There were 86 departments with a disparity for Black drivers stopped and 66 departments with a disparity for Hispanic drivers stopped when compared to the respective EDPs.

Due to the margins of error inherent in the EDP estimates, we established a reasonable set of thresholds for determining if a department shows a disparity in its stops when compared to its EDP percentages. Departments that exceed their EDP percentages by greater than 10 percentage points in any of the three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, and (3) Hispanic, were identified in our tier one group. In addition, departments that exceeded their EDP percentage by more than five but less than 10 percentage points were identified in our tier two group for this benchmark if the ratio of the percentage of stops for the target group compared to the baseline measure for that group also was 1.75 or above (percentage of stops divided by benchmark percentage equals 1.75 or more) in any of the three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, or (3) Hispanic.

Table II.B.4: Highest Ratio of Stops to EDP (Tier I)

Department Name	Number of Stops	Stops	EDP	Absolute Difference	Ratio
Minority (All Non-White)					
Wethersfield	791	43.2%	16.6%	26.6%	2.60
East Hartford	3,419	66.3%	40.0%	26.2%	1.66
Darien	1,354	35.3%	15.9%	19.4%	2.22
New Britain	2,162	56.6%	38.9%	17.7%	1.45
Trumbull	710	35.5%	18.2%	17.3%	1.95
Windsor	1,457	49.7%	33.2%	16.5%	1.50
Stratford	385	43.6%	27.9%	15.8%	1.57
Hartford	1,777	64.7%	50.1%	14.7%	1.29
Wolcott	168	22.6%	8.2%	14.4%	2.77
New Haven	8,350	60.6%	46.3%	14.3%	1.31
Fairfield	4,171	29.9%	17.5%	12.4%	1.71
Newington	1,343	30.5%	19.0%	11.5%	1.60
Manchester	4,486	37.6%	26.7%	11.0%	1.41
West Hartford	3,344	35.0%	24.1%	10.9%	1.45
Orange	1,485	30.4%	19.5%	10.9%	1.56
Black					
East Hartford	3,419	37.1%	17.0%	20.1%	2.19
Windsor	1,457	35.2%	20.1%	15.2%	1.76
Hartford	1,777	35.8%	21.6%	14.2%	1.66
Wethersfield	791	18.1%	4.9%	13.2%	3.68
New Haven	8,350	35.6%	22.6%	13.0%	1.57
Trumbull	710	18.2%	5.9%	12.3%	3.09
Bloomfield	1,055	43.0%	31.2%	11.9%	1.38
Hamden	2,012	27.7%	16.1%	11.6%	1.72
Stratford	385	23.6%	12.1%	11.5%	1.95
Bridgeport	1,175	37.7%	26.5%	11.2%	1.42
Manchester	4,486	21.1%	9.9%	11.2%	2.13
Norwich	1,385	18.3%	7.5%	10.8%	2.43
Hispanic					
Wethersfield	791	23.5%	8.7%	14.9%	2.71
New Britain	2,162	39.0%	26.0%	13.0%	1.50
Darien	1,354	20.0%	8.0%	12.0%	2.50

Table II.B.5: High Ratio of Stops to EDP (Tier II)

Department Name	Number of Stops	Stops	EDP	Absolute Difference	Ratio
Minority (All Non-White)					
Redding	694	16.9%	7.6%	9.3%	2.23
Portland	38	13.2%	7.0%	6.2%	1.88
Plymouth	600	10.5%	4.6%	5.9%	2.28
Black					
Orange	1,485	16.2%	6.3%	9.9%	2.58
Darien	1,354	12.8%	3.6%	9.2%	3.58
Fairfield	4,171	14.1%	5.3%	8.9%	2.68
Ledyard	431	13.0%	4.3%	8.7%	3.05
Woodbridge	586	13.3%	4.8%	8.5%	2.79
Middletown	308	17.9%	9.7%	8.1%	1.84
South Windsor	1,296	12.8%	5.8%	7.1%	2.22
Groton Town	1,028	12.1%	5.5%	6.6%	2.21
North Haven	1,125	12.4%	6.3%	6.2%	1.98
Derby	838	12.8%	6.7%	6.1%	1.90
Watertown	601	8.7%	3.0%	5.6%	2.85
Avon	232	9.1%	3.5%	5.6%	2.61
Vernon	867	10.6%	5.3%	5.3%	2.00
Cromwell	385	10.9%	5.6%	5.3%	1.94
Newington	1,343	10.6%	5.5%	5.1%	1.91
Hispanic					
Wolcott	168	13.7%	4.3%	9.4%	3.16
Newington	1,343	17.4%	8.9%	8.5%	1.96
Redding	694	10.7%	4.0%	6.7%	2.67
Trumbull	710	14.8%	8.3%	6.5%	1.78
New Canaan	2,305	12.0%	6.4%	5.6%	1.88
New Milford	1,059	11.4%	6.2%	5.2%	1.83
Ridgefield	3,076	11.8%	6.7%	5.1%	1.77

II.B (3): RESIDENT ONLY STOP COMPARISON

Overall, when compared to the census, 69 departments stopped more Minority resident drivers than white drivers. Again, the disparity for many of these departments was very small. In the remaining 24 communities, the disparity was negative, meaning that more whites were stopped than expected based on the population numbers. However, the negative disparities were also very small in most communities. Almost all departments (88 of 93) had a disparity for Black drivers stopped and 55 departments had a disparity for Hispanic drivers stopped when compared to the resident driving age population.

Departments with a difference of 10 percentage points or more between the resident stops and the 16+ resident population in any of the three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, and (3) Hispanic, were identified in our tier one group. In addition, departments that exceeded their resident population percentage by more than five but less than 10 percentage points were identified in our tier two group for this benchmark if the ratio of the percentage of resident stops for the target group compared to the baseline measure for that group also was 1.75 or above(percentage of stopped residents divided by resident benchmark percentage equals 1.75 or more) in any of three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, and (3) Hispanic.

Table II.B.6: Highest Ratio of Resident Population to Resident Stops (Tier I)

Department Name	Number of Residents	Residents	Resident Stops	Minority Resident Stops	Difference	Ratio
Minority (All Non-White)						
East Hartford	40,229	51.63%	3,832	75.21%	23.58%	1.46
Willimantic	20,176	34.55%	1,165	57.85%	23.30%	1.67
Wethersfield	21,607	12.47%	1,052	35.27%	22.80%	2.83
New Britain	57,164	45.00%	4,709	66.51%	21.51%	1.48
Windsor	23,222	43.92%	1,878	62.94%	19.02%	1.43
Bloomfield	16,982	61.51%	1,049	80.46%	18.95%	1.31
Waterbury	83,964	48.10%	2,177	65.96%	17.86%	1.37
Stratford	40,980	27.20%	888	44.59%	17.40%	1.64
Norwich	31,638	29.09%	3,043	45.97%	16.88%	1.58
New Haven	100,702	62.82%	11,123	79.28%	16.46%	1.26
New London	21,835	43.57%	1,786	59.80%	16.23%	1.37
Meriden	47,445	34.86%	1,430	50.56%	15.70%	1.45
Derby	10,391	20.56%	499	35.67%	15.12%	1.74
Danbury	64,361	38.64%	1,330	52.26%	13.62%	1.35
Manchester	46,667	27.95%	5,598	41.55%	13.60%	1.49
Middletown	38,747	23.49%	1,509	36.91%	13.42%	1.57
Hamden	50,012	30.92%	1,539	44.05%	13.14%	1.42
Vernon	23,800	14.05%	1,700	26.29%	12.24%	1.87
Bristol	48,439	12.71%	2,273	24.68%	11.97%	1.94
Cheshire	21,049	8.62%	4,288	19.85%	11.22%	2.30
Norwalk	68,034	40.80%	1,720	50.93%	10.13%	1.25
Black						
Windsor	23,222	32.20%	1,878	52.40%	20.20%	1.63
Bloomfield	16,982	54.76%	1,049	74.83%	20.07%	1.37
East Hartford	40,229	22.52%	3,832	42.30%	19.79%	1.88
New Haven	100,702	32.16%	11,123	49.39%	17.23%	1.54
Norwich	31,638	8.96%	3,043	26.06%	17.10%	2.91
Waterbury	83,964	17.37%	2,177	34.08%	16.71%	1.96
Hamden	50,012	18.28%	1,539	34.70%	16.42%	1.90
Stratford	40,980	12.76%	888	26.80%	14.05%	2.10
Manchester	46,667	10.15%	5,598	23.78%	13.62%	2.34
Middletown	38,747	11.68%	1,509	23.79%	12.11%	2.04
Norwalk	68,034	13.13%	1,720	24.01%	10.88%	1.83
Vernon	23,800	4.70%	1,700	15.18%	10.48%	3.23
Hispanic						
Willimantic	20,176	28.88%	1,165	50.04%	21.16%	1.73
Wethersfield	21,607	7.10%	1,052	22.91%	15.80%	3.22
Danbury	64,361	23.25%	1,330	38.42%	15.17%	1.65
New Britain	57,164	31.75%	4,709	46.74%	14.99%	1.47
Meriden	47,445	24.86%	1,430	36.92%	12.06%	1.49

Table II.B.7: High Ratio of Resident Population to Resident Stops (Tier II)

Department Name	Number of Residents	Residents	Resident Stops	Minority Resident Stops	Difference	Ratio
Minority (All Non-White)						
Enfield	33,218	8.65%	6,291	17.88%	9.23%	2.07
Portland	7,480	4.63%	75	12.00%	7.37%	2.59
Clinton	10,540	6.12%	2,288	12.28%	6.16%	2.01
Black						
Derby	10,391	6.03%	499	15.23%	9.20%	2.52
Cheshire	21,049	1.27%	4,288	9.63%	8.36%	7.56
Wethersfield	21,607	2.75%	1,052	10.74%	7.99%	3.91
Ledyard	11,527	3.10%	386	10.88%	7.78%	3.51
East Windsor	9,164	5.96%	206	13.59%	7.63%	2.28
Ansonia	14,979	9.74%	2,009	17.37%	7.63%	1.78
Groton City*	7,960	7.70%	440	15.00%	7.30%	1.95
Enfield	33,218	2.63%	6,291	9.51%	6.87%	3.61
Bristol	48,439	3.24%	2,273	10.07%	6.84%	3.11
Danbury	64,361	6.42%	1,330	12.86%	6.43%	2.00
Groton Town	31,520	6.07%	1,706	12.49%	6.42%	2.06
Cromwell	11,357	3.69%	431	9.51%	5.82%	2.58
Hispanic						
Bristol	48,439	7.65%	2,273	13.46%	5.81%	1.76
Cheshire	21,049	2.35%	4,288	7.98%	5.63%	3.39

II.B (4): CONCLUSIONS FROM THE DESCRIPTIVE COMPARISONS

The descriptive tests outlined in the above sections are designed to be used as a screening tool to identify those jurisdictions with consistent data disparities that exceed certain thresholds. The tests compare stop data to three different benchmarks: (1) statewide average, (2) the estimated driving population, and (3) resident-only stops that each cover three driver categories: Black, Hispanic, and Minority. Town data is then measured against the resulting total of nine descriptive measures for evaluation purposes.

In order to weight the disparities within the descriptive benchmarks, any disparity greater than 10 percentage points for a measure was given a weight of one (1) point. Any disparity of more than five, but less than 10 percentage points accompanied by a disparity ratio of 1.75 or above was given a weight of 0.5 points. Therefore, a department could score no more than nine (9) total points.

Table III.B.8 identifies the 10 towns with significant disparities divided into two tiers. The first tier includes the five jurisdictions whose stop data was found to exceed the disparity threshold levels in at least two of the three benchmark areas and a weighted total score of 4.5 or more. This designation warrants additional study to further review the data and attempt to understand the factors that may be causing these differences. It is also recommended that these departments, as well as those included in the second tier of the table, evaluate their own data to try and better understand any patterns.

The second tier of Table II.B.8 shows the five departments that exceeded the disparity threshold in two of the three benchmark areas, but only scored a four (4) out of a possible nine (9) points. In all of these departments there were disparities in at least two of the three benchmark areas. All of the departments

that were identified in the descriptive analysis with benchmark disparities and the actual values that exceeded the threshold level are included in the Appendix of the report.

Table II.B.8: Departments with the Greatest Number of Disparities Relative to Descriptive Benchmarks

Department Name	Statewide Average			Estimated Driving Population			Resident Population			Point Total
	M	B	H	M	B	H	M	B	H	
Tier 1										
Wethersfield	30.6	10.4	19.9	26.6	13.2	14.9	22.8	8.0	15.8	8.5
East Hartford	12.2	11.6		26.2	20.1		23.6	19.8		6.0
Stratford	20.8	13.0		15.8	11.5		17.4	14.1		6.0
Darien	19.7		13.8	19.4	9.2	12.0				4.5
Trumbull	20.1	12.4		17.3	12.3	6.5				4.5
Tier 2										
New Britain				17.7		13.0	21.5		15.0	4.0
Manchester				11.0	11.2		13.6	13.6		4.0
New Haven				14.3	13.0		16.5	17.2		4.0
Newington	17.7		13.2	11.5	5.1	8.5				4.0
Windsor				16.5	15.2		19.0	20.2		4.0

Note 1: M=Minority, B=Black, H=Hispanic (Numbers of 10 or above yield one point, numbers less than 10 equal 0.5 points)

II.C: ANALYSIS OF TRAFFIC STOPS, VEIL OF DARKNESS

II.C. (1): ANNUAL STATE-LEVEL RESULTS FOR THE VEIL OF DARKNESS, 2015-16

Table II.C.1 presents the results from the *VOD* applied at the state-level during the combined inter-twilight window for the most recent year of data collection beginning in October 2015 and ending in September 2016. These results were estimated using Equation 4 with the standard errors being clustered at the department-level. The estimates include controls for time of day, day of week, dusk inter-twilight window, statewide stop volume, and department fixed-effects. The estimates again use four definitions of minority status relative to white non-Hispanics and are annotated accordingly. As shown below, estimation using annual sample indicates a statistically significant disparity for Hispanic motorists as well as the combined sample black and Hispanic motorists.

Table II.C.1: Logistic Regression of Minority Status on Daylight with Department Fixed-Effects, All Traffic Stops 2015-16

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Daylight	Coefficient	-0.014	-0.006	0.077**	0.043*
	Standard Error	(0.029)	(0.033)	(0.032)	(0.023)
Effective Sample Size		136,464	132,008	130,271	151,973

Note 1: The coefficients are presented along with standard errors clustered at the department-level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, inter-twilight window (i.e. morning and night), volume, and department fixed-effects.
Note 3: Sample includes all traffic stops made during the inter-twilight window from October 2015 to September 2016.

Table II.C.2 presents results for the municipal and State Police subsamples departments during the combined inter-twilight window. As before, the results include controls for time of day, day of week, dusk inter-twilight window, statewide stop volume, and department fixed-effects. Standard errors are clustered at the requisite department-level. As shown in the topmost panel, the results for municipal police departments indicate a marginally significant disparity for Hispanic motorists alone. The lower panel contains results for the aggregate sample of State Police troops which shows a high level of statistical significance for the black alone sample, Hispanic alone, and combined sample. As discussed in the context of the three-year analysis, the State Police disparity does seem to be driving most of the effect observed in the full sample.

Table II.C.2: Logistic Regression of Minority Status on Daylight, Municipal and State Police Traffic Stops 2015-16

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Municipal Departments					
Daylight	Coefficient	-0.032	-0.020	0.069*	0.030
	Standard Error	(0.038)	(0.043)	(0.041)	(0.030)
Effective Sample Size		87,876	85,464	84,152	99,995
State Police Troops					
Daylight	Coefficient	0.034	0.054*	0.100***	0.120***
	Standard Error	-0.044	-0.033	-0.038	-0.033
Effective Sample Size		46,716	44,775	44,463	49,960

Note 1: The coefficients are presented along with standard errors clustered at the department-level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, inter-twilight window (i.e. morning and night), volume, and department fixed-effects.
Note 3: Sample includes all traffic stops made by municipal departments during the inter-twilight window from October 2015 to September 2016.

As mentioned, these estimates aggregate all traffic stops in the state and should be considered an average effect across all departments from 2015 to 2016. Although the results from this section find a statistically significant disparity in the rate of minority traffic stops in Connecticut, these results do not identify the geographic source of this variation or rule out the possibility of issues within specific departments. The results of a department-level analysis are presented in a later section and better identify the source of specific department-wide disparities.

II.C. (2): ANNUAL STATE-LEVEL ROBUSTNESS FOR THE VEIL OF DARKNESS, 2015-16

This section presents a robustness check on the initial specifications conducted at the state-level using a restricted sample of moving violations. Table II.C.3 presents results applied at the state-level during the combined inter-twilight window to a subsample of moving violations. As before, these results were estimated using Equation 4 with the standard errors being clustered at the department-level. The estimates include controls for time of day, day of week, dusk inter-twilight window, statewide stop volume, and department fixed-effects. As shown below, estimation using this restricted sample indicates a statistically significant disparity for both the combined black and Hispanic group as well as the Hispanic alone group.

Table II.C.3: Logistic Regression of Minority Status on Daylight with Department Fixed-Effects, All Moving Violations 2015-16

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Daylight	Coefficient	0.012	0.029	0.386***	0.065**
	Standard Error	(0.035)	(0.034)	(0.13)	(0.026)
Effective Sample Size		82,634	79,560	78,049	89,732

Note 1: The coefficients are presented along with standard errors clustered at the department-level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, inter-twilight window (i.e. morning and night), volume, and department fixed-effects.
Note 3: Sample includes moving violations made during the inter-twilight window from October 2015 to September 2016.

Table II.C.4 presents the results for subsamples of municipal departments and State Police troops during the combined inter-twilight window. As before, the results include controls for time of day, day of week, dusk inter-twilight window, and statewide stop volume. In the topmost panel, the results for municipal police departments indicate a marginally significant disparity for Hispanic motorists alone. The lower panel contains results for the aggregate sample of State Police troops which shows a highly significant disparity for the Hispanic alone and combine black and Hispanic sample. As noted in previous sections, the results for State Police appear to be driving the overall statewide effect.

Table II.C.4: Logistic Regression of Minority Status on Daylight, Municipal and State Police Traffic Stops All Moving Violations 2015-16

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Municipal Departments					
Daylight	Coefficient	-0.013	0.02	0.066*	0.05
	Standard Error	-0.285	-0.045	-0.039	-0.035
Effective Sample Size		49,771	48,314	47,473	55,157
State Police Troops					
Daylight	Coefficient	0.118	0.084*	0.111**	0.164***
	Standard Error	-0.077	-0.049	-0.045	-0.048
Effective Sample Size		31,723	30,163	29,576	33,348

Note 1: The coefficients are presented along with standard errors clustered at the department-level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, inter-twilight window (i.e. morning and night), volume, and department fixed-effects.
Note 3: Sample includes all traffic stops made by municipal departments during the inter-twilight window from October 2015 to September 2016.

The results presented in the state-level analysis provide strong evidence that a disparity exists in the rate of minority traffic stops by both municipal and State Police departments in the 2015 to 2016 sample. The level of significance remains relatively consistent for both groups when the sample is reduced to only moving violations. Thus, we conclude that these results are relatively robust and that the State Police disparity is likely driving much of the overall statewide disparity. In the preceding section, the test will be applied to individual municipal departments and State Police troops using the 2015-16 data.

II.C. (3): ANNUAL DEPARTMENT-LEVEL RESULTS FOR THE VEIL OF DARKNESS, 2015-16

As before, Equation 4 is estimated independently for each municipal department and State Police troop. Each set of estimates includes a vector of town-specific fixed-effects for time of day, day of week, year, dusk inter-twilight window, and statewide stop volume. Here, we identify all departments found to have a disparity that is statistically significant at the 95 percent level in either the Hispanic or Black alone minority group. The full set of results can be found in Appendix Table II.C.5.1 of the Appendix while results restricting the sample to moving violations are in Appendix Table II.C.5.2. Again, we annotate departments that did not withstand the scrutiny of the more rigorous moving violation specification. Table II.C.5 presents the results from estimating the VOD test statistic for individual departments using the 2015-16 sample. There were 10 municipal departments and one State Police troops found to have a disparity that was statistically significant at the 95 percent level in the black or Hispanic categories. As noted, the disparities in these departments did not all persist through more restrictive specifications with only

moving violation. In total, the disparity only persisted for six municipal departments and one State Police troop.

Table II.C.5: Logistic Regression of Minority Status on Daylight for Select Departments, All Traffic Stops 2015-16

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Berlin	Coefficient	1.101***	1.224***	0.518**	0.715***
	SE	(0.317)	(0.37)	(0.237)	(0.209)
	ESS	1,291	1,232	1,327	1,474
Meriden	Coefficient	1.009**	0.958**	0.209	0.305
	SE	(0.445)	(0.447)	(0.29)	(0.264)
	ESS	332	328	443	501
Monroe	Coefficient	-0.440*	-0.344	0.527**	0.133
	SE	(0.25)	(0.277)	(0.261)	(0.197)
	ESS	1,393	1,347	1,353	1,489
New Haven+	Coefficient	0.063	0.069	0.206***	0.122*
	SE	(0.071)	(0.072)	(0.077)	(0.065)
	ESS	6,073	5,961	4,678	8,076
Newtown	Coefficient	0.064	0.205	0.820***	0.520**
	SE	(0.281)	(0.338)	(0.265)	(0.217)
	ESS	1,493	1,457	1,482	1,614
Norwich	Coefficient	-0.331**	-0.237	0.443***	0.072
	SE	(0.146)	(0.153)	(0.17)	(0.123)
	ESS	1,648	1,592	1,510	1,861
Old Saybrook+	Coefficient	0.995**	1.184***	-0.268	0.177
	SE	(0.437)	(0.442)	(0.378)	(0.302)
	ESS	868	734	942	1,009
Ridgefield	Coefficient	0.524*	0.285	0.905***	0.685***
	SE	(0.3)	(0.367)	(0.288)	(0.234)
	ESS	1,681	1,533	1,740	1,841
Stonington+	Coefficient	0.632	1.155	2.320**	1.457**
	SE	(0.702)	(1.156)	(1.061)	(0.737)
	ESS	261	183	113	294
Wallingford+	Coefficient	0.543***	0.473**	0.194	0.296**
	SE	(0.188)	(0.196)	(0.161)	(0.133)
	ESS	2,060	2,032	2,171	2,394
CSP Troop B	Coefficient	0.186	-0.021	0.701**	0.362
	SE	(0.29)	(0.357)	(0.305)	(0.24)
	ESS	1,916	1,790	1,797	2,014

Note 1: The coefficients are presented along with robust standard errors. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.

Note 2: All specifications include controls for time of the day, day of the week, analysis year, inter-twilight window (i.e. morning and night), and volume.
Note 3: Sample includes all traffic stops made during the inter-twilight window from October 2015 to September 2016.
+ Results are not robust across subsequent specifications.

The results presented in the state-level analysis provide strong evidence that a disparity exists in the rate of minority traffic stops in each of the departments in Table II.C.5. As noted previously, only a select number of these persisted through the additional robustness checks contained in the Appendix. Although it is impossible to determine whether the robustness checks invalidated the findings in Table II.C.5 or whether they simply created power issues by reducing the overall sample size. Again, we note that it is impossible to clearly link the observed disparities to racial profiling as these differences may be driven by any combination of policing policy, heterogeneous enforcement patterns, or individual officer actions.

II.D. ANALYSIS OF TRAFFIC STOPS, SYNTHETIC CONTROL

II.D. (1): ANNUAL DEPARTMENT-LEVEL SYNTHETIC CONTROL ANALYSIS, 2015-16

As before, each individual municipal police department and State Police troop was examined by weighting observations with inverse propensity scores estimated from Equation 7 and treatment effects are estimated using Equation 8. We identify all departments found to have a disparity that is statistically significant at the 95 percent level in either the Hispanic or Black alone minority group. The full set of results for all departments can be found in Table II.D.1.1 of the Appendix. Although we do not use doubly-robust estimation here, Appendix Table II.D.1.2 contains results with this more rigorous specification. Note that significantly more departments are identified in these estimates than those using doubly-robust estimation which indicates that in some departments, the results fail on balance. Thus, we present results here for departments identified using the less rigorous specification but only confidently identify those that withstand the more rigorous approach.

Table II.D.1 presents the results from estimating treatment effects of individual departments relative to their requisite synthetic control using most recent year of traffic stop data. There were 23 municipal departments and three State Police troops observed to have a statistically significant at the 95 percent level for black or Hispanic motorists. As noted, the disparities in these departments did not persist through the more rigorous doubly-robust estimation. In total, there were eight municipal departments and one State Police troops that withstood doubly-robust estimation. As noted previously, only a select number of these persisted through the additional robustness checks contained in the Appendix. Although it is impossible to determine whether these robustness checks invalidated the findings in Table II.D.1 or whether a balanced synthetic control is simply not able to be created, we annotate the results for those departments and caution against any undue interpretation.

Table II.D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2015-16

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Berlin+	Coefficient	0.053	0.122**	0.605***	0.437***
	SE	(0.051)	(0.058)	(0.056)	(0.043)
	ESS	119,471	119,471	119,471	119,471
Bethel+	Coefficient	-1.257***	-1.447***	50.029***	-1.122***
	SE	(0.065)	(0.073)	(0.057)	(0.049)
	ESS	118,565	118,565	118,565	118,565
Bloomfield	Coefficient	1.240***	1.350***	0.716***	0.710***
	SE	(0.035)	(0.035)	(0.064)	(0.036)
	ESS	91,547	91,547	91,547	91,547
Cromwell+	Coefficient	0.037	0.081	1.027***	1.459***
	SE	(0.068)	(0.072)	(0.111)	(0.064)
	ESS	53,160	53,160	53,160	53,160

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Groton City	Coefficient	0.033	0.140	0.233**	0.199**
	SE	(0.099)	(0.107)	(0.118)	(0.086)
	ESS	351,048	351,048	351,048	351,048
Ledyard+	Coefficient	0.466***	0.394***	-0.387***	0.065
	SE	(0.076)	(0.084)	(0.107)	(0.07)
	ESS	57,145	57,145	57,145	57,145
Meriden	Coefficient	-0.458***	-0.432***	0.648***	0.219***
	SE	(0.061)	(0.063)	(0.049)	(0.045)
	ESS	351,048	351,048	351,048	351,048
Middletown	Coefficient	0.431***	0.495***	5.101***	0.258***
	SE	(0.06)	(0.061)	(0.079)	(0.054)
	ESS	103,475	103,475	103,475	103,475
Naugatuck+	Coefficient	-0.847***	-0.814***	5.872***	3.074***
	SE	(0.049)	(0.051)	(0.045)	(0.035)
	ESS	104,913	104,913	104,913	104,913
New Milford+	Coefficient	0.805***	2.452***	-0.664***	-0.837***
	SE	(0.073)	(0.084)	(0.11)	(0.087)
	ESS	34,553	34,553	34,553	34,553
Orange	Coefficient	0.395***	0.434***	4.279***	0.153***
	SE	(0.041)	(0.043)	(0.046)	(0.036)
	ESS	79,410	79,410	79,410	79,410
Plymouth+	Coefficient	1.777***	7.204***	4.012***	-0.479***
	SE	(0.09)	(0.093)	(0.092)	(0.069)
	ESS	96,896	96,896	96,896	96,896
Rocky Hill+	Coefficient	0.332***	0.254***	1.038***	-4.428***
	SE	(0.055)	(0.06)	(0.065)	(0.044)
	ESS	169,531	169,531	169,531	169,531
Shelton+	Coefficient	0.902***	10.340***	0.893***	0.323***
	SE	(0.137)	(0.146)	(0.139)	(0.105)
	ESS	108,174	108,174	108,174	108,174
Simsbury+	Coefficient	-0.080	1.819***	1.766***	-0.568***
	SE	(0.11)	(0.071)	(0.089)	(0.095)
	ESS	119,046	119,046	119,046	119,046
Stratford+	Coefficient	0.037	0.002	10.242***	-0.646***
	SE	(0.103)	(0.105)	(0.057)	(0.102)
	ESS	128,834	128,834	128,834	128,834

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Trumbull+	Coefficient	0.324***	0.408***	0.692***	0.618***
	SE	(0.098)	(0.104)	(0.137)	(0.09)
	ESS	155,526	155,526	155,526	155,526
Vernon+	Coefficient	0.234	0.268	0.826***	0.246
	SE	(.)	(.)	(0.054)	(.)
	ESS	139,197	139,197	139,197	139,197
Wallingford	Coefficient	-0.156***	-0.089**	0.259***	0.118***
	SE	(0.037)	(0.039)	(0.036)	(0.029)
	ESS	351,048	351,048	351,048	351,048
Watertown+	Coefficient	-0.274***	5.761***	-4.366***	0.112
	SE	(0.088)	(0.086)	(0.088)	(0.075)
	ESS	62,431	62,431	62,431	62,431
Wethersfield	Coefficient	-0.113**	-0.026	0.815***	0.548***
	SE	(0.048)	(0.05)	(0.046)	(0.04)
	ESS	68,568	68,568	68,568	68,568
Winsted+	Coefficient	-35.100***	0.374**	-0.794***	-1.001***
	SE	(0.154)	(0.161)	(0.177)	(0.131)
	ESS	57,989	57,989	57,989	57,989
Wolcott	Coefficient	-0.024	0.038	0.596***	0.204*
	SE	(0.156)	(0.166)	(0.142)	(0.123)
	ESS	351,048	351,048	351,048	351,048
CSP Troop G+	Coefficient	1.411***	1.211***	2.122***	1.786***
	SE	(0.449)	(0.466)	(0.693)	(0.418)
	ESS	54,479	54,479	54,479	54,479
CSP Troop I	Coefficient	0.237***	0.288***	0.155***	0.284***
	SE	(0.026)	(0.028)	(0.031)	(0.023)
	ESS	198,126	198,126	198,126	198,126
CSP Troop L+	Coefficient	15.579***	-0.377***	24.948***	-0.240***
	SE	(0.035)	(0.043)	(0.036)	(0.032)
	ESS	198,126	198,126	198,126	198,126

Note 1: The coefficients are presented along with robust standard errors. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: Propensity scores were estimated using principal components analysis of traffic stop characteristics as well as Census data selected using the Kaiser-Guttman stopping rule. Traffic stop characteristics include time of the day, day of the week, month, department traffic stop volume, officer traffic stop volume, and type of traffic stop. Census demographics for both the primary and border towns include retail employment, entertainment employment, commuting population, vacant housing, rental housing, median earnings, population density, gender, age, race, and ethnicity.
Note 3: Sample includes all traffic stops made by the primary department and an inverse propensity score weighted sample of all other departments from October 2013 to September 2016.
+ Results are not robust across subsequent specifications.

II.E. ANALYSIS OF VEHICULAR SEARCHES, KPT HIT-RATE

II.E (1): ANNUAL STATE-LEVEL HIT-RATE ANALYSIS, 2015-16

The analysis begins by aggregating all search data for Connecticut by demography and performing the non-parametric test of hit-rates. The rate that searches, defined as both consent and other searches, that end in contraband being found for white non-Hispanic motorists is compared to each minority subgroup. Table II.E.1 presents hit-rates for all searches in Connecticut by demography for the 2015 to 2016 sample of searches. The results of this test can be seen in Table II.E.1 for four distinct minority definitions. As seen below, the rate of successful searches for white non-Hispanic motorists was 39.9 percent from 2015 to 2016. Relative to white non-Hispanic motorists, the hit-rate for each of the four minority subgroups was lower and ranged from 34 to 34.3 percent. The differences in hit-rates for each group was statistically significant at the 99 percent level. In aggregate, Connecticut police departments exhibit a strong tendency to be less successful in motorist searches across all minority groups.

Table II.E.1: Chi-Square Test of Hit-Rate, All Consent and Other Searches 2015-16

Variable:	White	Non-White	Black	Hispanic	Black or Hispanic
Hit-Rate	39.9%	34.1%***	34.0%***	34.3%***	34.2%***
Chi^2	N/A	37.69	37.638	27.797	48.287
ESS	7,384	4,026	3,870	2,869	6,602

Note: Sample includes all consent and probable cause searches from October 2015 to September 2016.

Table II.E.2 provides the results of a hit-rate analysis for the aggregate municipal department and State Police subgroups. The hit-rate in municipal departments for white non-Hispanic motorists was 39.3 percent from 2015 to 2016. Relative to white non-Hispanic motorists, the hit-rate for each of the four minority subgroups was lower and ranged from 34.2 to 35.2 percent. These differences were statistically significant at the 99 percent level. Similarly, the aggregate hit-rate for all State Police was 42.2 percent for white non-Hispanic motorist. Relative to white non-Hispanic motorists, the hit-rate for each of the four minority subgroups was lower and ranged from 30.9 to 34.3 percent. As before, each minority group had a lower rate of successful searches that were again statistically significant at the 99 percent level.

Table II.E.2: Chi-Square Test of Hit-Rate, Municipal and State Police Consent and Other Searches 2015-16

Variable:	White	Non-White	Black	Hispanic	Black or Hispanic
Municipal Departments					
Hit-Rate	39.3%	34.2%***	34.2%***	35.2%***	34.7%***
Chi^2	N/A	22.111	21.523	11.272	24.707
ESS	5,584	3,167	3,058	2,287	5,257
State Police Troops					
Hit-Rate	42.2%	34.3%***	33.8%***	30.9%***	33.0%***
Chi^2	N/A	14.341	15.526	22.428	25.763
ESS	1,704	808	766	551	1,268

Note: Sample includes all consent and probable cause searches from October 2015 to September 2016.

II.E (2): STATE-LEVEL ROBUSTNESS FOR HIT-RATE ANALYSIS, 2015-16

Table II.E.3 presents a robustness check on the initial specifications conducted at the state-level using a restricted sample of consent searches, i.e. excluding other searches. In this more restrictive subsample, the rate of successful searches for white non-Hispanic motorists was 30.9 percent from 2015 to 2016. Across each of the minority subgroups, the rate of successful searches was significantly lower ranging from 20.9 to 22.5 percent. The differences in hit-rates was statistically significant at the 99 percent level. The results of this robustness check confirm the initial set of estimates using both probable cause and consent searches.

Table II.E.3: Chi-Square Test of Hit-Rate, All Consent Searches 2015-16

Variable:	White	Non-White	Black	Hispanic	Black or Hispanic
Hit-Rate	30.9%	21.2%***	20.9%***	22.5%***	21.6%***
Chi^2	N/A	54.048	56.111	31.645	67.112
ESS	2,996	1,828	1,767	1,305	3,009

Note: Sample includes all consent searches from October 2015 to September 2016.

Table II.E.4 presents a robustness check on the subgroups of municipal departments and State Police using a more restrictive sample of consent searches. As seen below, the rate of successful searches made by municipal departments for white non-Hispanic was 29.9 percent from 2015 to 2016. Relative to white non-Hispanic motorists, the hit-rate for each of the four minority subgroups was lower and ranged from 19.5 to 22 percent. The difference in the rate of successful searches for each of these groups was statistically significant at the 99 percent level. For the State Police subgroup, the rate of successful searches for white non-Hispanic motorists was 32.1 percent. Relative to this group, the rate of successful searches for each minority subgroup was lower and ranged from 22.9 to 25.7 percent. As before, the difference in hit-rates was statistically significant at the 95 percent level.

Table II.E.4: Chi-Square Test of Hit-Rate, Municipal and State Police Consent Searches 2015-16

Variable:	White	Non-White	Black	Hispanic	Black or Hispanic
Municipal Departments					
Hit-Rate	29.9%	19.7%***	19.5%***	22.0%***	20.4%***
Chi^2	N/A	44.592	46.164	21.163	51.881
ESS	2,050	1,399	1,361	1,006	2,330
State Police Troops					
Hit-Rate	32.1%	25.7%**	25.5%**	22.9%**	24.9%**
Chi^2	N/A	5.315	5.496	8.96	9.479
ESS	901	404	384	293	651

Note: Sample includes all consent searches from October 2015 to September 2016.

II.E (3): ANNUAL DEPARTMENT-LEVEL HIT-RATE ANALYSIS, 2015-16

In this subsection, differences in hit-rates are estimated independently for each municipal department and State Police troop in 2015 to 2016. As before, we identify all departments found to have a disparity that is statistically significant at the 95 percent level in either the Hispanic or Black alone minority group.

The full set of results can be found in Appendix Table II.E.5.1 of the Appendix while results restricting the sample to just consent searches are in Appendix Table II.E.5.2. As in previous sections, we annotate departments that did not withstand the scrutiny of the more rigorous consent search specification. Table II.E.5 presents the results from estimating the hit-rate test for individual departments. There were six municipal departments and four State Police troops found to have a disparity in the hit-rate of minority motorists relative to white non-Hispanic motorists which was statistically significant at the 95 percent level. As noted, the disparity in these departments did not persist through more restrictive specifications that limited the sample to consent searches. In total, the disparity persisted through one municipal departments and one State Police troops.

Table II.E.5: Chi-Square Test of Hit-Rate in Select Departments, All Consent and Probable Cause Searches 2015-16

	White	Non-White	Black	Hispanic	Black or Hispanic
East Hartford+	55.7%	46.7%	46.7%	40.8%**	44.3%**
	N/A	2.543	2.56	5.294	4.562
	115	259	255	125	377
Hartford+	White	Non-White	Black	Hispanic	Black or Hispanic
	35.7%	12.8%**	12.8%**	18.6%	15.6%*
	N/A	3.843	3.843	1.756	3.297
	14	47	47	43	90
Monroe+	White	Non-White	Black	Hispanic	Black or Hispanic
	42.9%	8.3%**	8.3%**	50%	21.1%
	N/A	4.878	4.878	0.139	2.697
	42	12	12	8	19
Newington+	White	Non-White	Black	Hispanic	Black or Hispanic
	49.3%	20.9%***	23.1%***	38.1%	30.9%**
	N/A	9.182	7.281	1.355	5.464
	73	43	39	42	81
Vernon+	White	Non-White	Black	Hispanic	Black or Hispanic
	64.1%	49.3%**	49.3%**	48.8%*	49.5%**
	N/A	4.958	4.868	3.452	6.454
	223	71	69	41	109
West Hartford	White	Non-White	Black	Hispanic	Black or Hispanic
	78.5%	57.3%***	58.3%***	60.3%***	59.3%***
	N/A	17.968	15.574	14.912	23.116
	321	103	96	121	216
CSP Troop A+	White	Non-White	Black	Hispanic	Black or Hispanic
	42.7%	20.3%***	19.7%***	32%	26%***
	N/A	12.225	12.441	2.583	10.078
	192	79	76	75	146

	White	Non-White	Black	Hispanic	Black or Hispanic
CSP Troop G	35.9%	25.4%**	23.7%**	23.8%**	24%**
	N/A	4.25	5.667	4.406	6.466
	131	205	194	122	308
CSP Troop K+	White	Non-White	Black	Hispanic	Black or Hispanic
	44.7%	27.3%**	22.4%***	27.6%*	25%***
	N/A	5.005	7.558	2.89	8.136
	141	55	49	29	76
CSP Troop L+	White	Non-White	Black	Hispanic	Black or Hispanic
	44.6%	53.6%	50%	20.8%**	36.7%
	N/A	0.794	0.272	4.914	0.969
	184	28	26	24	49

Note: Sample includes all consent and probable cause searches from October 2015 to September 2016.

II.F: FINDINGS FROM THE 2015-2016 ANALYSIS

This section represents a summary of the findings from the one year analysis of traffic stops conducted October 1, 2015 to September 30, 2016.

II.F (1): AGGREGATE FINDINGS FOR CONNECTICUT 2015-2016

A total of 14.7% of motorists stopped during the analysis period were observed to be Black. A comparable 13.1% of stops were of motorists of Hispanic descent. The results presented in the state-level Veil of Darkness analysis provide strong evidence that a disparity exists in the rate of minority traffic stops by both municipal and State Police departments in the 2015 to 2016 sample. The level of significance remains relatively consistent for both groups when the sample is reduced to only moving violations. This, we conclude that these results are relatively robust and that the State Police disparity is likely driving much of the overall statewide disparity. Again, it is impossible to clearly link these observed disparities to racial profiling as these differences may be driven by any combination of policing policy, heterogeneous enforcement patterns, or individual officer behavior. The results from the post-stop analysis confirm that the disparity carries through to post-stop behavior across all racial and ethnic groups. In aggregate, Connecticut police departments exhibit a strong tendency to be less successful in motorist searches across all minority groups.

II.F (2): VEIL OF DARKNESS ANALYSIS FINDINGS, 2015-2016

Although there is evidence of a disparity at the state level, it is important to note that it is likely that specific departments are driving these statewide trends. In an effort to better identify the source of these racial and ethnic disparities, each analysis was repeated at the department level. The departments that were identified as having a statistically significant disparity are likely to be having the largest effect on the statewide results. Although it is possible that specific officers within departments that were not identified may be engaged in racial profiling, if these behaviors existed, they were not substantial enough to influence the department level results. It is also possible that a small number of individual officers within the identified departments are driving the department level results.

The six municipal departments and one state police troop identified to exhibit a statistically significant racial or ethnic disparity include:

Berlin

The Berlin municipal police department was observed to have made 25.6 percent minority stops of which 13.3 percent were Hispanic and 9.4 percent were Black motorists from October 2015 to September 2016. The annual VOD analysis indicated a statistically significant disparity in the rate that black and Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a black motorist was stopped during daylight was 3.4 times larger than the odds during darkness. The odds that a Hispanic motorist was stopped during daylight was 1.7 times larger than during darkness. These results were statistically significant at the 99 and 95 percent level respectively and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. Similarly, the synthetic control revealed a disparity in the rate in which both black and Hispanic motorists were stopped that was statistically significant at the 95 and 99 percent level respectively.

Meriden

The Meriden municipal police department was observed to have made 46.9 percent minority stops of which 31.6 percent were Hispanic and 14.2 percent were Black motorists from October 2015 to September 2016. The annual VOD analysis indicated a statistically significant disparity in the rate that black motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a black motorist was stopped during daylight was 2.6 times larger than the odds during darkness. These results were statistically significant at the 95 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. Similarly, the synthetic control revealed a disparity in the rate that Hispanic motorists were stopped which was statistically significant at the 99 percent level respectively.

Monroe

The Monroe municipal police department was observed to have made 16 percent minority stops of which 7.5 percent were Hispanic and 7 percent were Black motorists from October 2015 to September 2016. The annual VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 1.7 times larger than the odds during darkness. These results were statistically significant at the 95 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. The hit-rate for white non-Hispanic motorists was 42.9 percent while that for black motorists was 8.3 percent and that differences was statistically significant at the 95 percent level.

Newtown

The Newtown municipal police department was observed to have made 16.2 percent minority stops of which 7.1 percent were Hispanic and 7 percent were Black motorists from October 2015 to September 2016. The annual VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 2.3 times larger than the odds during darkness. These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations.

Norwich

The Norwich municipal police department was observed to have made 39.2 percent minority stops of which 14.9 percent were Hispanic and 20.6 percent were Black motorists from October 2015 to September 2016. The annual VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 1.6 times larger than the odds during darkness. These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations.

Ridgefield

The Ridgefield municipal police department was observed to have made 19.2 percent minority stops of which 11.3 percent were Hispanic and 5 percent were Black motorists from October 2015 to September 2016. The annual VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 2.5 times larger than the odds during darkness.

These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations.

Troop B

The State Police Troop B was observed to have made 11.9 percent minority stops of which 4.7 percent were Hispanic and 5 percent were Black motorists from October 2015 to September 2016. The annual VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 2 times larger than the odds during darkness. These results were statistically significant at the 95 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations.

II.F (3): DESCRIPTIVE STATISTICS AND INTUTIVE MEASURE FINDINGS, 2015-2016

In addition to the six municipal police departments and one state police troop identified to exhibit statistically significant racial or ethnic disparities in the VOD analysis, five departments were identified using the descriptive tests. The descriptive tests are designed as a screening tool to identify the jurisdictions where consistent disparities that exceed certain thresholds have appeared in the data. They compare stop data to three different benchmarks: (1) statewide average, (2) the estimated driving population, and (3) resident-only stops. Although it is understood that certain assumptions have been made in the design of each of the three measures, it is reasonable to believe that departments with consistent data disparities that separate them from the majority of other departments should be subject to further review and analysis with respect to the factors that may be causing these differences. It is also worth noting that other departments were identified with racial and ethnic disparities when compared to one or more of the descriptive measures. It would be beneficial for departments with smaller disparities to evaluate their own data to better understand the reasons for any relevant patterns

The five municipal departments identified to exhibit a significant racial or ethnic disparity using the descriptive measures include:

Wethersfield

The Wethersfield municipal police department was observed to have made 48.4 percent minority stops of which 28.1 percent were Hispanic and 18.7 percent were Black motorists from October 2015 to September 2016. The descriptive analysis indicated that the department exceeded the disparity threshold level in all three benchmark areas as well as in all nine possible measures. Wethersfield received a disparity score of 8.5 out of a possible nine points, indicating consistently significant racial and ethnic disparities in traffic stops. Similarly, the synthetic control revealed a disparity in the rate in which Hispanic motorists were stopped that was statistically significant at the 99 percent level.

East Hartford

The East Hartford municipal police department was observed to have made 69.2 percent minority stops of which 27.9 percent were Hispanic and 39.6 percent were Black motorists from October 2015 to September 2016. The descriptive analysis indicated that the department exceeded the disparity threshold level in all three benchmark areas as well as in six of the nine possible measures. East Hartford received a disparity score of 6.0 out of a possible nine points.

Stratford

The Stratford municipal police department was observed to have made 53.4 percent minority stops of which 19.8 percent were Hispanic and 31.2 percent were Black motorists from October 2015 to September 2016. The descriptive analysis indicated that the department exceeded the disparity threshold level in all three benchmark areas as well as in six of the nine possible measures. Stratford received a disparity score of 6.0 out of a possible nine points.

Darien

The Darien municipal police department was observed to have made 32.3 percent minority stops of which 18.4 percent were Hispanic and 11.4 percent were Black motorists from October 2015 to September 2016. The descriptive analysis indicated that the department exceeded the disparity threshold level in two of the three benchmark areas as well as in five of the nine possible measures. Darien received a disparity score of 4.5 out of a possible nine points.

Trumbull

The Trumbull municipal police department was observed to have made 37.4 percent minority stops of which 14.2 percent were Hispanic and 20.7 percent were Black motorists from October 2015 to September 2016. The descriptive analysis indicated that the department exceeded the disparity threshold level in two of the three benchmark areas as well as in five of the nine possible measures. Trumbull received a disparity score of 4.5 out of a possible nine points.

In addition to these five departments, a total of eight municipal departments and one state police troop were identified with statistically significant disparities in the synthetic control analysis. Identification in this test is not, in and of itself, sufficient to be identified for further analysis in the absence of significant results in any of the other five tests.

II.F (4): FOLLOW-UP ANALYSIS

The entirety of the initial 2015-2016 statewide traffic stop data analysis as presented in this report is utilized as a screening tool by which the Advisory Board and project staff can focus resources on those departments displaying the greatest level of disparities in their respective stop data. As noted previously, racial and ethnic disparities in any traffic stop analysis do not, by themselves, provide conclusive evidence of racial profiling. Statistical disparities do, however, provide significant evidence of the presence of idiosyncratic data trends that warrant further analysis.

By conducting in-depth follow-up analyses on the departments identified through the screening process, the public has a better understanding as to why and how disparities exist. This transparency is intended to assist in achieving the goal of increasing trust between the public and law enforcement.

Therefore, an in-depth follow-up analysis will be conducted for the following departments based on our analytical results for traffic stops performed from October 1, 2015 through September 30, 2016: **(1) Berlin, (2) Monroe, (3) Newtown, (4) Norwich, (5) Ridgefield, (6) Darien, and (7) Troop B**. None of these seven departments have been identified in previous reports. As in previous years, police administrators from these departments will be invited to be an integral part of the follow-up analysis.

In addition to being identified with racial and ethnic disparities in this study, five departments were identified with racial and ethnic disparities in previous reports. Some of these departments warrant

limited additional analysis, while others do not. An explanation for each department has been provided below:

East Hartford was identified in both the Year 1 (Traffic Stop Data Analysis and Findings, 2013-14) and Year 2 (Traffic Stop Data Analysis and Findings, 2014-15) studies. An in-depth follow-up analysis was conducted following the Year 1 study. East Hartford's racial and ethnic disparities have remained fairly consistent in each of the annual studies. Based on the results of the previous follow-up analysis and our further understanding of traffic stop enforcement in East Hartford, we do not believe a full follow-up analysis is necessary. However, the department should continue to review and monitor traffic enforcement policies to evaluate the disproportionate effect they could be having on minority drivers. They should also continue to take steps to assure that its minority community is fully engaged in the process of understanding why the allocation of enforcement resources are made and what outcomes are being achieved.

Meriden was identified in the Year 2 (Traffic Stop Data Analysis and Findings, 2014-15) study. An in-depth follow-up analysis was conducted following the Year 2 study. However, Meriden was not previously identified with statically significant racial and ethnic disparities in the VOD methodology as they were in this study. Based on the results of the previous follow-up analysis and our further understanding of traffic stop enforcement in Meriden, we do not believe a full follow-up analysis is necessary. However, based on the new disparities identified in the VOD study, we will conduct a limited analysis to verify our previous conclusions.

Stratford was identified in both the Year 1 (Traffic Stop Data Analysis and Findings, 2013-14) and Year 2 (Traffic Stop Data Analysis and Findings, 2014-15) studies. An in-depth follow-up analysis was conducted following the Year 1 study. Stratford's racial and ethnic disparities have remained fairly consistent in each of the annual studies. Based on the results of the previous follow-up analysis and our further understanding of traffic stop enforcement in Stratford, we do not believe a full follow-up analysis is necessary. However, the department should continue to review and monitor traffic enforcement policies to evaluate the disproportionate effect they could be having on minority drivers. They should also continue to take steps to assure that its minority community is fully engaged in the process of understanding why the allocation of enforcement resources are made and what outcomes are being achieved.

Trumbull was identified in the Year 2 (Traffic Stop Data Analysis and Findings, 2014-15) study. An in-depth follow-up analysis was conducted following the Year 2 study. Trumbull's racial and ethnic disparities have remained fairly consistent in each of the annual studies Based on the results of the previous follow-up analysis and our further understanding of traffic stop enforcement in Trumbull, we do not believe a full follow-up analysis is necessary. They should continue to review its traffic enforcement policies to evaluate the extent to which they may have a disproportionate effect, particularly with respect to black drivers.

Wethersfield was identified in both the Year 1 (Traffic Stop Data Analysis and Findings, 2013-14) and Year 2 (Traffic Stop Data Analysis and Findings, 2014-15) studies. An in-depth follow-up analysis, with recommendations, was conducted following both the Year 1 and Year 2 studies. Notwithstanding, the town's racial and ethnic disparities have increased each subsequent year. Based on the results of the two previous follow-up analyses, we do not believe a third follow-up analysis will provide any additional information that would significantly alter our understanding of the factors influencing disparities in their traffic stop data. We recommend that the Connecticut Racial Profiling Prohibition Advisory Board review previous years' findings and provide guidance for appropriate next steps.

Although further analysis is important, another major component of addressing racial profiling in Connecticut is bringing law enforcement officials and community members together in an effort to build trust by discussing relationships between police and the community. Along with Advisory Board members, the project staff has conducted several public forums throughout the state to bring these groups together and will continue these dialogues into the foreseeable future. Through its ongoing work with OPM in implementing the Alvin Penn Act, the IMRP is committed to utilizing both data and dialogue to enhance relationships between the police and community.

PART III: TRAFFIC STOP ANALYSIS AND FINDINGS, 2013-16

III.A: CHARACTERISTICS OF TRAFFIC STOP DATA

This section examines general patterns of traffic enforcement activities in Connecticut for the study period of October 1, 2013 to September 30, 2016. Statewide and agency activity information can be used to identify variations in traffic stop patterns to help law enforcement and local communities understand more about traffic enforcement. Although some comparisons can be made between similar communities, we caution against comparing agencies' data in this section of the report. Please note that the tables included in this report present information from only a limited number of departments. Complete tables for all agencies are included in the technical appendix.

In Connecticut, more than 1,755,000 traffic stops were conducted during the 36-month study period. Almost 61% of the total stops were conducted by the 92 municipal police departments, 37% of the total stops were conducted by state police, and the remaining 2% of stops were conducted by other miscellaneous policing agencies. Figure III.A.1 shows the average number of traffic stops between October 2013 and September 2016 by month along with each demographic category. As can be seen below, the volume of traffic stops has a seasonal variation pattern.

Figure III.A.1: Average Traffic Stops by Month of the Year
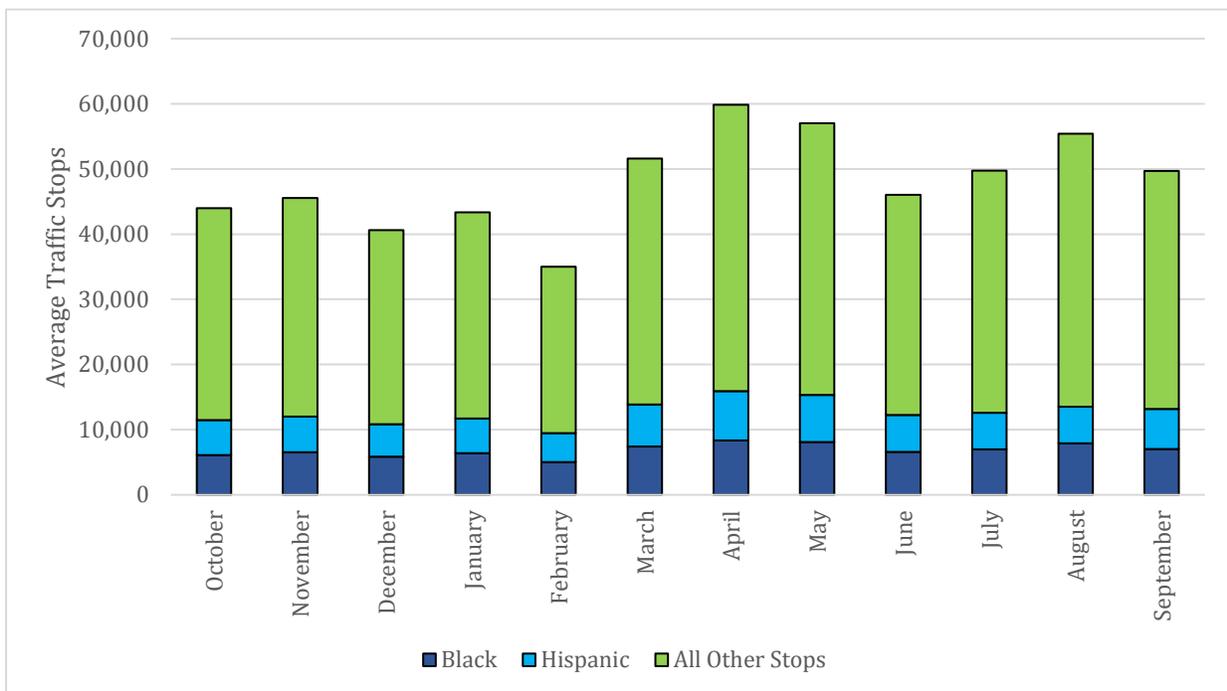
Figure III.A.2 displays the total number of traffic stops by month for each of the three years in the study period. Traffic stop patterns by month don't appear to significantly change from one year to the next. The small variation in the volume of traffic stops during the spring months is likely the result of when federally-funded enforcement campaigns were conducted.

Figure III.A.2: Traffic Stops by Month of the Year
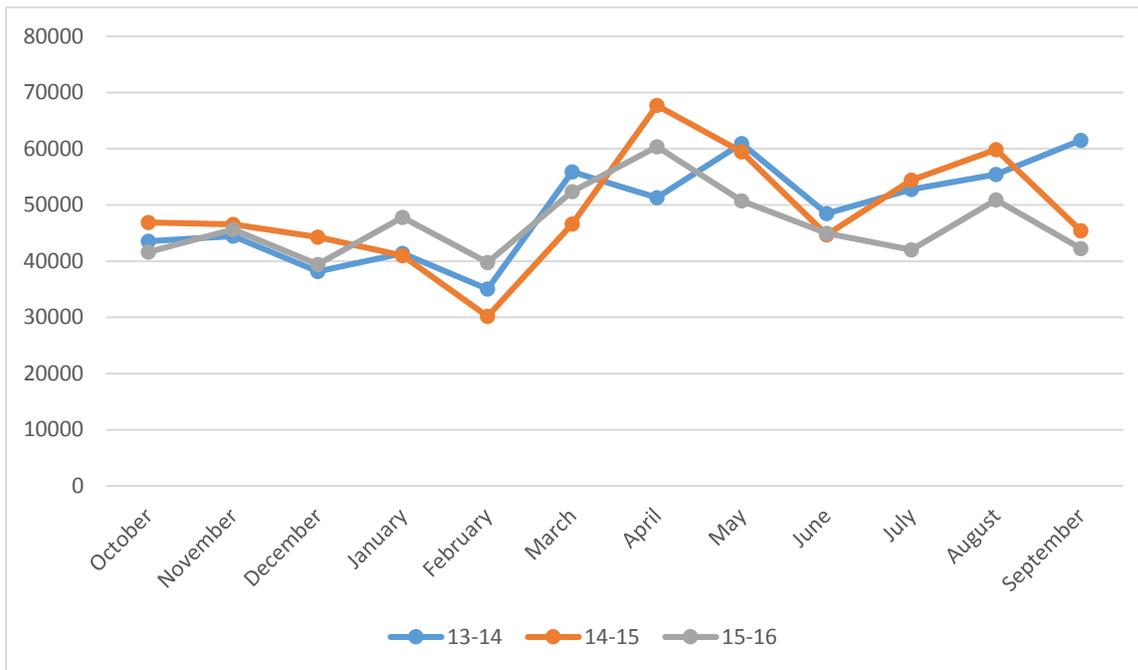
Figure III.A.3 displays the average traffic stops by time of day between October 2013 and September 2016. As can be seen from the figure, the total volume of traffic stops fluctuates significantly across different times of the day. The highest hourly volume of traffic stops in the sample occurred from five to six in the evening and accounts for an average of 6.9% of all stops. It is not surprising that the volume of traffic stops increases between these hours as this is a peak commuting time in Connecticut. The lowest volume of traffic stops occurred between four and five in the morning and continued at a suppressed level during the morning commute.

The low level of traffic stops during the morning commute is likely due to an interest in maintaining a smooth flow of traffic during these hours. Discretionary traffic stops might be less likely to be made during these hours relative to others in the sample. The evening commute, in contrast to the morning commute, represents a period when a significant proportion of traffic stops are made. The surge seen between the hours of four and seven at night represents the most significant period of traffic enforcement. In aggregate, stops occurring between these hours represented 18.6% of total stops. Interestingly, there seems to be a significant correlation between the proportion of minority stops and the overall volume of stops. In particular, the share of Hispanic and Black stops increase when the total volume of stops increase.

Figure III.A.3: Average Traffic Stops by Time of Day
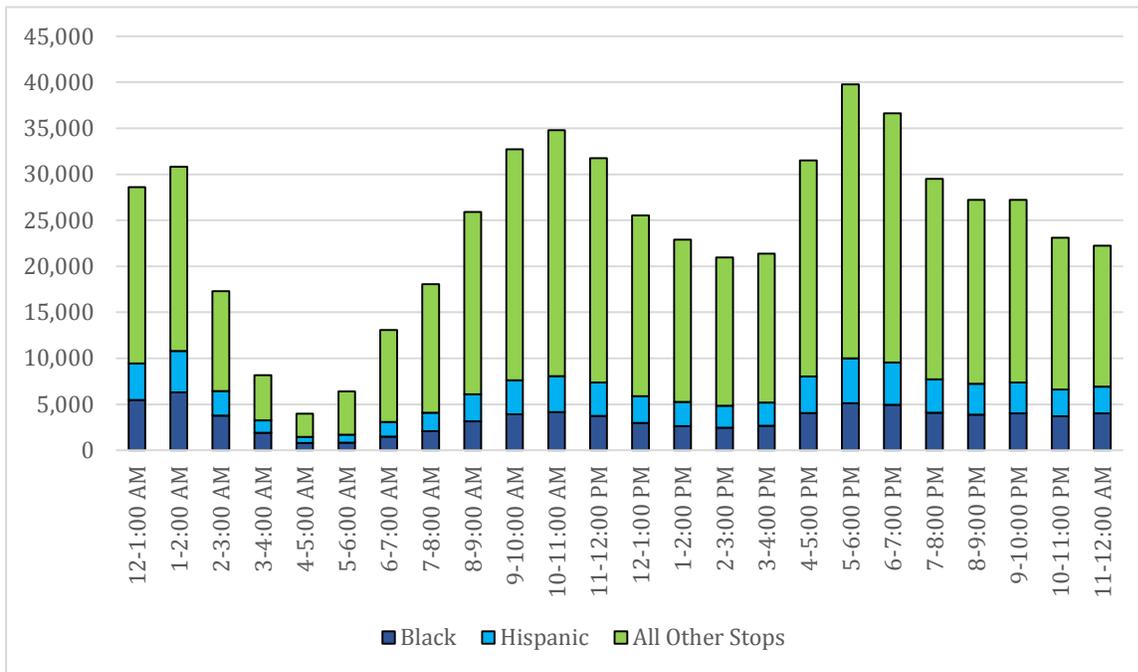
Figure III.A.4 displays the number of traffic stops by time of day for each of the three years between October 2013 and September 2016. Traffic stop patterns by time of day don't appear to significantly change from one year to the next. The slight variation in the 13-14 data between Midnight and 4:00 a.m. is the result of data errors that were resolved in the first year of data collection.

Figure III.A.4: Traffic Stops by Time of Day
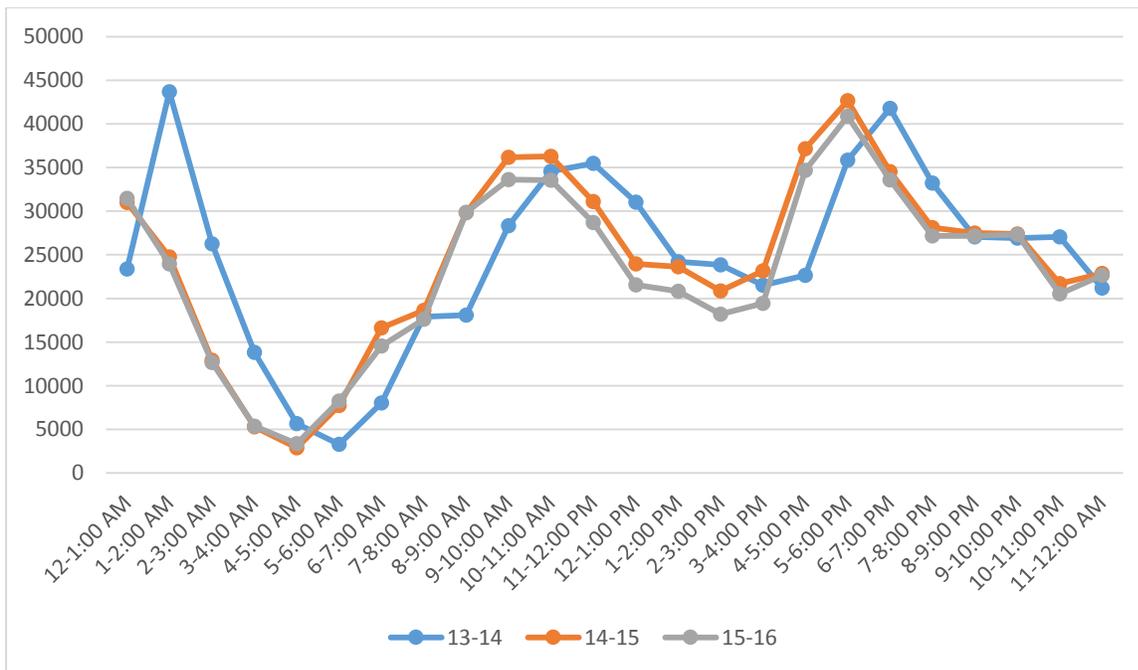
Tables III.A.1, III.A.2, and III.A.3 presents some basic demographic data on persons stopped in Connecticut between October 1, 2013 and September 30, 2016. Nearly two-thirds (63.4%) of drivers stopped were male and the vast majority of drivers (87%) were Connecticut residents. Of the stops conducted by municipal police departments, 91% were Connecticut residents. Of the stops made by state police, 79% were Connecticut residents. About one-third (38%) of drivers stopped were under the age of 30 compared to 22% over 50. The vast majority of stops in Connecticut were White Non-Hispanic drivers (70.9%);14.1% were Black Non-Hispanic drivers; 12.5% were Hispanic drivers; and 2.5% were Asian/Pacific Islander Non-Hispanic and American Indian/Alaskan Native Non-Hispanic drivers.

Table III.A.1: Race and Ethnicity of Drivers by Year

Race/Ethnicity	2013-2014	2014-2015	2015-2016	3 Yr. Combined
White	73.1%	70.6%	69.2%	70.9%
Black	13.5%	14.1%	14.7%	14.1%
All Other Races	1.8%	2.8%	3.0%	2.5%
Hispanic	11.7%	12.5%	13.1%	12.5%

Table III.A.2: Gender of Drivers by Year

Gender	2013-2014	2014-2015	2015-2016	3 Yr. Combined
Male	63.9%	63.2%	63.1%	63.4%
Female	36.1%	36.8%	36.9%	36.6%

Table III.A.3: Age of Drivers by Year

Age	2013-2014	2014-2015	2015-2016	3 Yr. Combined
16 to 20	8%	8%	8%	8%
21 to 30	30%	30%	30%	30%
31 to 40	19%	21%	21%	20%
41 to 50	19%	19%	18%	19%
51 to 60	14%	14%	15%	14%
Older than 61	8%	8%	9%	8%

Table III.A.4 presents data on the characteristics of the traffic stops in the state for all three years combined. Most traffic stops were made for a violation of the motor vehicle laws (88.5%) as opposed to a stop made for an investigatory purpose. The most common violation drivers were stopped for was speeding (27.3%). After a driver was stopped, almost half (46.5%) were given a ticket while most of the remaining drivers received some kind of a warning (45.9%). The rate of tickets versus warnings differs greatly among communities and is a topic that is discussed later in this report. Statewide, less than 1% of traffic stops resulted in a Uniform Arrest Report and only 2.9% of stops resulted in a vehicle search.

Table III.A.4: Statewide Stop Characteristics

Classification of Stop		Basis for Stop	
Motor Vehicle Violation	88.5%	Speeding	27.3%
Equipment Violation	9.5%	Cell Phone	9.8%
Investigatory	2.0%	Registration	9.6%
Outcome of Stop		Defective Lights	8.7%
Uniform Arrest Report	0.9%	STC Violation	8.2%
Misdemeanor Summons	5.2%	Misc. Moving Violation	8.0%
Infraction Ticket	46.5%	Traffic Control Signal	6.9%
Written Warning	16.6%	Stop Sign	6.2%
Verbal Warning	29.3%	Seatbelt	4.0%
No Disposition	1.6%	Display of Plates	2.7%
Vehicles Searched	2.9%	All Other	8.6%

Law Enforcement agencies stop drivers for a number of different reasons. Police record the statutory reason for stopping a motor vehicle for every stop. Those statutes are then sorted into 15 categories from speeding to registration violation to stop sign violation. For example, all statutory violations that are speed related are categorized as speeding.

Although speeding is the most often cited reason for stopping a motor vehicle statewide, the results vary by jurisdiction. The average municipal police department stops for speeding violations was 24% compared to the state police average of 32%. Due to the nature of state police highway operations, it is reasonable that its average for speeding is higher. In Portland, Suffield, New Milford, Ridgefield, and Newtown, more than 50% of the traffic stops were for speeding violations. On the other hand, Yale University, Eastern Connecticut State University and the State Capitol Police stopped drivers for speeding less than 5% of the time. The three special police agencies (Yale, ECSU, and State Capitol Police) have limited jurisdiction and it is reasonable that they are not stopping a high percentage of drivers for speeding violations. Table III.A.5 shows the top 10 departments where speeding (as a percentage of all stops) was the most common reason for the traffic stop.

Table III.A.5: Highest Speeding Stop Rates across All Departments

Department Name	Total Stops	Speeding Violations
Portland	537	62.4%
Suffield	3.164	61.7%
New Milford	10.735	57.5%
Ridgefield	23.058	50.9%
Newtown	24.587	50.7%
Simsbury	10.450	49.8%
Easton	1.720	49.6%
Southington	14.321	48.2%
Guilford	9.935	48.0%
Redding	6.502	47.0%

Registration violations have been cited as a low discretion reason for stopping a motor vehicle, particularly due to the increased use of license plate readers to detect registration violations. Statewide, 9.6% of all traffic stops are for a registration violation. Table III.A.6 presents the top 10 departments with the highest percentage of stops for registration violations.

Table III.A.6: Highest Registration Violation Rates across All Departments

Department Name	Total Stops	Registration Violations
North Branford	3,431	25.9%
Branford	16,351	25.6%
Trumbull	8,190	23.7%
CSP Troop L	36,248	19.8%
Watertown	4,756	17.5%
Stratford	8,057	17.4%
CSP Troop D	48,663	17.4%
Farmington	14,942	16.4%
Greenwich	21,143	16.3%
CSP Troop A	62,347	16.0%

The Connecticut Department of Transportation and the National Highway Safety Administration work together every year to fund a variety of different driver safety campaigns. Some of the campaigns that we are most familiar with include: "Click it or Ticket," "Drive Sober or get Pulled Over," and "Move Over." Each year law enforcement agencies receive federal grants to fund targeted traffic safety campaigns. Over the past few years there has been an increase in federal funding for distracted driver campaigns. Stops as the result of a cell phone violation are the second most common reason for stopping a driver. Statewide, 9.8% of all stops were the result of a cell phone violation and this rate varies across departments. Table III.A.7 presents the top 10 departments with the highest percentage of stops for cell phone violations.

Table III.A.7: Highest Cell Phone Violation Rates across All Departments

Department Name	Total Stops	Cell Phone Violations
Danbury	17,401	37.6%
Middlebury	502	26.9%
Brookfield	7,548	25.3%
West Hartford	25,939	23.4%
Bridgeport	13,438	22.4%
Westport	18,526	21.6%
Hamden	14,061	20.9%
Hartford	18,646	20.5%
Wolcott	1,554	19.9%
Berlin	17,684	19.2%

Some Connecticut residents have expressed concern about the stops made for violations that are perceived as more discretionary in nature; therefore potentially making the driver more susceptible to possible police bias. Those stops are typically referred to as pretext stops and might include stops for defective lights, excessive window tint, or a display of plate violation each of which, though a possible violation of state law, leaves the police officer with considerable discretion with respect to actually making the stop. A statewide combined average for stopping drivers for any of these violations is 12.9%. Sixty-one police departments exceeded that statewide average. Table III.A.8 presents the top 10 departments with the highest percentage of stops for these high discretion violations.

Table III.A.8: Highest Equipment Violation Rates across All Departments

Department Name	Total Stops	Equipment Violations*
Newington	16,964	34.8%
Torrington	20,578	33.5%
Wethersfield	13,159	31.6%
South Windsor	10,285	30.9%
University of Connecticut	7,476	30.3%
Middletown	8,576	30.1%
Plymouth	6,618	29.4%
Plainville	11,742	28.4%
Windsor	16,778	27.8%
West Haven	15,848	27.2%

*Equipment violations have been categorized as defective light, display of plate, and window tint violations.

In communities with a larger proportion of stops due to these violations, it is recommended that the departments be proactive in discussing the reasons for these stops with members of the community and examine for themselves whether or not such stops produce disparate enforcement patterns.

Many have argued that it is difficult for police to determine the defining characteristics about a driver prior to stopping and approaching the vehicle. Similar to variations found across departments for the reason for the traffic stop, there are variations that occur with the outcome of the stop. These variations illustrate the influence that local police departments have on the enforcement of state traffic laws. Some communities may view infraction tickets as the best method to increase traffic safety, while others may consider warnings to be more effective. This analysis should help police departments and local communities understand their level and type of traffic enforcement when compared to other communities.

Almost half (46.5%) of drivers stopped in Connecticut received an infraction ticket, while 45.9% received either a written or verbal warning. Individual jurisdictions varied in their post-stop enforcement actions. Danbury issued infraction tickets in 75% of all traffic stops, which is the highest in the state. Middlebury only issued infraction tickets in 3% of all traffic stops, which is the lowest rate in the state. For state police, officers not assigned to a troop issued the highest infractions (86%) and Troop L issued the lowest number of infractions (47%). Table III.A.9 presents the top 10 municipal police departments and top five State Police Troops with the highest percentage of stops that result in an infraction.

Table III.A.9: Highest Infraction Rates across All Departments

Department Name	Total Stops	Infraction Ticket
Highest Municipal Departments		
Danbury	17,401	75.4%
Meriden	7,964	64.1%
Hartford	18,646	64.1%
Derby	9,545	63.6%
Bridgeport	13,438	62.2%
Norwalk	17,413	58.8%
Trumbull	8,190	58.6%
Branford	16,351	58.5%
New Haven	43,076	54.2%
Greenwich	21,143	53.9%
Highest State Police Troops		
CSP Headquarters	42,418	86.1%
CSP Troop F	72,523	78.3%
CSP Troop G	74,391	75.1%
CSP Troop H	56,262	73.3%
CSP Troop C	76,490	72.4%

On the other hand, Eastern Connecticut State University issued warnings 93% of the time (the highest rate) and Danbury issued warnings 20% of the time (the lowest rate). For state police, Troop L issued the highest percentage of warnings (42%) and the group of officers not assigned to a troop issued the lowest percentage of warnings (9%). Table III.A.10 presents the top 10 municipal police departments and top five State Police Troops with the highest percentage of stops that result in a warning.

Table III.A.10: Highest Warning Rates across All Departments

Department Name	Total Stops	Resulted in Warning
Highest Municipal Departments		
Eastern CT State University	499	93.0%
Putnam	4,451	91.6%
Middlebury	502	90.2%
Plainfield	4,674	86.2%
Portland	537	86.0%
Suffield	3,164	85.3%
Torrington	20,578	84.8%
Redding	6,502	84.5%
Thomaston	2,190	83.1%
Guilford	9,935	83.1%
Highest State Police Troops		
CSP Troop L	36,248	42.0%
CSP Troop B	22,465	40.1%
CSP Troop D	48,663	30.9%
CSP Troop K	58,366	28.2%
CSP Troop A	62,347	27.9%

Statewide, less than 1% of all traffic stops resulted in the driver being arrested. As with infraction tickets and warnings, departments varied in the percentage of arrests associated with traffic stops. The West

Hartford Police Department issued the most uniform arrest reports from a traffic stop, with 4.5% of all stops resulting in an arrest. Waterbury, Wallingford, and New London arrested more than 3% of all drivers stopped. The variation in arrest rates for state police is much smaller across troop levels. Table III.A.11 presents the highest arrest rates across all departments.

Table III.A.11: Highest Arrest Rates across All Departments

Department Name	Total Stops	Arrests
West Hartford	25,939	4.5%
Waterbury	7,358	4.3%
Wallingford	28,202	4.2%
New London	7,143	4.2%
Hartford	18,646	3.0%
Yale	2,511	2.8%
Groton Town	16,582	2.5%
Canton	4,561	2.3%
Farmington	14,942	1.9%
Putnam	4,451	1.9%

Rarely do traffic stops in Connecticut result in a vehicle being searched. During the study period, only 2.9% of all traffic stops resulted in a search. Although searches are rare in Connecticut, they do vary across jurisdictions and the data provides information about enforcement activity throughout the state. When they search a vehicle, officers must report the supporting legal authority, and whether contraband was found. Forty-three departments exceeded the statewide average for searches, but the largest disparities were found in Waterbury (20%), Bridgeport (10%), and Stratford (9%). Of the remaining departments, 19 searched vehicles more than 5% of the time, 21 searched vehicles between 3% and 5% of the time, and the remaining departments searched vehicles less than 3% of the time. No state police troops exceeded the statewide average for searches. Table III.A.12 presents the highest search rates across all departments.

Table III.A.12: Highest Searches Rates across All Departments

Department Name	Total Stops	Resulted in Search
Highest Municipal Departments		
Waterbury	7,358	20.0%
Bridgeport	13,438	9.7%
Stratford	8,057	9.1%
Derby	9,545	8.4%
Yale	2,511	8.4%
Milford	10,313	8.3%
Middletown	8,576	8.2%
Vernon	11,503	7.7%
West Hartford	25,939	7.4%
Danbury	17,401	7.2%
Highest State Police Troops		
CSP Troop A	62,347	2.3%
CSP Troop L	36,248	2.3%
CSP Troop H	56,262	2.2%
CSP Troop C	76,490	1.9%
CSP Troop G	74,391	1.7%

III.B: DESCRIPTIVE STATISTICS AND INTUITIVE MEASURES

The descriptive statistics and benchmarks presented in this section are an excellent first step to understand patterns in Connecticut policing data. Although these simple statistics present an intriguing story, conclusions should not be drawn from these measures. The three statistical tests of racial and ethnic disparities in the policing data are based solely on the policing data itself and rely on the construction of a theoretically derived identification strategy and a natural experiment. These results have been applied by academic and police researchers in numerous areas across the country and are generally considered to be the most current and relevant approaches to assessing policing data.

III.B (1): STATEWIDE AVERAGE COMPARISON

In this section there are identifications for each of the three categories (Black, Hispanic, and Minority) in the towns for which the statewide average comparison indicated the largest distances between the net stop percentage and net resident population using 10 or more points as a threshold. Tables showing the calculations for all of the towns, rather than just those showing distance measures of more than 10 points, can be found in the Appendix to this report. Readers should note that this section focuses entirely on towns that exceeded the statewide average for stops in these racial groups.

Comparison of Black Drivers to the State Average

For the study period from October 1, 2013 through September 30, 2016, the statewide percentage of drivers stopped by police who were identified as Black was 14.1%. A total of 28 departments stopped a higher percentage of Black drivers than the state average, 10 of which exceeded the statewide average by more than 10 percentage points. The statewide average for Black residents (16+) is 9.1%. Of the 28 towns that exceeded the statewide average for Black drivers stopped, 17 also have Black resident populations (16+) that exceeded the statewide average.

After the stop and resident population percentages were adjusted using the method described above, a total of seven towns were found to have a relative distance between their net Black driver stop percentage and net Black population percentage of more than 10 points. These were Stratford, Woodbridge. Orange, Trumbull, Wethersfield, Hamden, and East Hartford. Table III.B.1 shows the data for these seven towns. Results for all departments can be found in the Appendix of this report.

Each of the seven towns has at least one contiguous town with a resident Black population that exceeds the state average. Stratford and Trumbull border Bridgeport; Hamden borders New Haven; Woodbridge borders three such towns (New Haven, Hamden, and Ansonia); Orange borders New Haven and West Haven; Wethersfield borders Hartford; and East Hartford borders Hartford.

In three of the seven towns—Orange, Trumbull, and Woodbridge-- more than 90% of the Black drivers who were stopped were not residents of the town. The statewide average for stopped Black drivers who were not residents of the town in which they were stopped was 57.4%.

Table III.B.1: Statewide Average Comparisons for Black Drivers for Selected Towns

Municipal Department	Black Stops	Difference Between Town and State Average	Black Residents Age 16+	Difference Between Town and State Average	Distance Between Net Differences	Nonresident Black Stops
Stratford	30.9%	16.8%	12.8%	3.6%	13.2%	61.7%
Woodbridge	20.0%	5.9%	1.9%	-7.2%	13.1%	96.8%
Orange	18.4%	4.3%	1.3%	-7.8%	12.1%	98.1%
Trumbull	19.2%	5.1%	2.9%	-6.2%	11.3%	92.8%
Wethersfield	18.6%	4.5%	2.8%	-6.4%	10.9%	89.2%
Hamden	34.1%	20.0%	18.3%	9.16%	10.8%	54.6%
East Hartford	37.6%	23.5%	22.5%	13.4%	10.1%	46.3%
Connecticut	14.1%	0.0%	9.1%	0.0%	NA	57.4%

Comparison of Hispanic Drivers to the Statewide Average

For the study period from October 1, 2013 through September 30, 2016, the statewide percentage of drivers stopped by police who were identified as Hispanic was 12.5%. A total of 30 towns stopped a higher percentage of Hispanic drivers than the state average, nine of which exceeded the statewide average by more than 10 percentage points. Seven of the 30 departments exceeded the statewide average by 1.5 percentage points of less.

The statewide Hispanic resident population (16+) is 11.9%. The ratio of stopped Hispanic drivers to Hispanic residents (16+) on a statewide basis was slightly higher (12.5% Hispanic drivers' stopped/11.9% Hispanic residents). Of the 30 towns that exceeded the statewide average for Hispanic drivers stopped, 16 also have Hispanic resident populations (16+) that exceeded the statewide average, although Stratford's Hispanic population exceeded the average by only 0.01%.

After the stop and resident population percentages were adjusted using the method described in Part I, a total of three towns were found to have a relative distance between their net Hispanic driver stop percentage and net Hispanic population percentage of more than 10 points. The three towns were Wethersfield, Newington, and Darien. The Berlin and Wilton police departments fell just below the 10-point threshold. Table III.B.2 shows the data for the towns named above. All agency data can be found in the Appendix of this report.

All three towns that have a relative difference between their net Hispanic driver stop percentage and net Hispanic population percentage of more than 10 points have at least one contiguous town with a resident Hispanic population (16 +) that exceeds the state average. Each of the three towns borders two such towns: Wethersfield (Hartford and East Hartford), Darien (Stamford and Norwalk), and Newington (Hartford and New Britain).

In all three towns more than 85% of the Hispanic drivers stopped were not residents of the town. The statewide average for stopped Hispanic drivers who were not residents of the town in which they were stopped was 57.9%.

Table III.B.2: Statewide Average Comparisons for Hispanic Drivers for Selected Towns

Municipal Department	Hispanic Stops	Difference Between Town and State Average	Hispanic Residents Age 16+	Difference Between Town and State Average	Distance Between Net Differences	Non-Residents Hispanic Stops
Wethersfield	28.9%	16.5%	7.1%	-4.8%	21.3%	86.6%
Newington	21.0%	8.6%	6.4%	-5.5%	14.1%	85.5%
Darien	16.7%	4.3%	3.5%	-8.4%	12.7%	94.9%
Connecticut	12.5%	0.0%	11.9%	0.0%	NA	57.9%

Comparison of Minority Drivers to the State Average

The final category involves all drivers classified as "Minority." This Minority category includes all racial classifications except for white drivers. Specifically it covers Blacks, Hispanics, Asian/Pacific Islander, American Indian/Alaskan Native, and Other Race classifications included in the census data.

For the study period from October 1, 2013 through September 30, 2016, the statewide percentage of stopped drivers who were identified as Minority was 29.1%. A total of 32 towns stopped a higher percentage of Minority drivers than the state average, 17 of which exceeded the state average by more than 10 percentage points.

The statewide average for Minority residents (16+) was 25.2%. Of the 32 towns that exceeded the statewide average for Minority drivers stopped, 21 also have Minority resident populations (16 +) that exceeded the statewide average.

After the stop resident population percentages were adjusted using the method described above, a total of 17 towns were found to have a relative distance between their net Minority driver stop percentage and net Minority driving age population percentage of more than 10 points. Table III.B.3 shows the data for these 17 towns. The complete data for all towns can be found in the Appendix to this report.

Ten towns reported more than 85% of the stops of Minority drivers involved nonresidents. New Britain reported approximately 22% nonresidents among the Minority drivers stopped which was the lowest of the departments. The statewide average for stopped Minority drivers who were not residents of the town in which they were stopped was 57.9%.

Table III.B.3: Statewide Average Comparisons for Minority Drivers for Selected Towns

Municipal Department	Minority Stops	Difference Between Town and State Average	Minority Residents Age 16+	Difference Between Town and State Average	Distance Between Net Differences	Non-Residents Minority Stops
Wethersfield	49.11%	20.03%	12.47%	-12.76%	32.79%	87.2%
Trumbull	36.80%	7.72%	11.91%	-13.32%	21.04%	91.4%
Newington	38.23%	9.15%	14.51%	-10.72%	19.87%	84.4%
Stratford	50.90%	21.82%	27.20%	1.97%	19.85%	63.3%
Darien	30.55%	1.47%	7.17%	-18.06%	19.53%	94.4%
Orange	33.73%	4.65%	10.75%	-14.48%	19.13%	96.1%
Fairfield	30.01%	0.93%	10.00%	-15.23%	16.16%	92.1%
Berlin	24.44%	-4.64%	5.76%	-19.47%	14.83%	92.8%
Woodbridge	31.00%	1.92%	12.82%	-12.41%	14.32%	94.6%
Wilton	25.33%	-3.75%	8.09%	-17.14%	13.39%	93.4%
New Britain	60.80%	31.72%	45.00%	19.77%	11.95%	22.2%
West Hartford	37.36%	8.28%	21.79%	-3.44%	11.73%	84.7%
Waterford	25.42%	-3.66%	9.85%	-15.38%	11.72%	88.5%
South Windsor	29.54%	0.46%	14.60%	-10.63%	11.09%	80.0%
East Hartford	65.91%	36.83%	51.63%	26.40%	10.44%	45.5%
Manchester	41.97%	12.89%	27.95%	2.72%	10.17%	53.6%
Wolcott	19.30%	-9.78%	5.43%	-19.80%	10.02%	84.9%
Connecticut	30.6%	0.0%	25.2%	0.0%	NA	57.9%

III.B (2): ESTIMATED DRIVING POPULATION COMPARISON

The only traffic stops included in this analysis were stops conducted Monday through Friday from 6:00am to 10:00am and 3:00pm to 7:00pm (peak commuting hours). Overall, when compared to their respective EDP, 72 departments had a disparity between the Minorities stopped and the proportion of non-whites estimated to be in the EDP. For many of these departments (40) the disparity was very small (less than five percentage points). In the remaining 20 communities, the disparity was negative, meaning that more whites were stopped than expected in the EDP numbers. However, the negative disparities were also very small in most communities. There were 85 departments with a disparity for Black drivers stopped and 64 departments with a disparity for Hispanic drivers stopped when compared to the respective EDPs.

Due to the margins of error inherent in the EDP estimates, we established a reasonable set of thresholds for determining if a department shows a disparity in its stops when compared to its EDP percentages. Departments that exceed their EDP percentages by greater than 10 percentage points in any of the three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, and (3) Hispanic, were identified in our tier one group. In addition, departments that exceeded their EDP percentage by more than five but less than 10 percentage points were identified in our tier two group for this benchmark if the ratio of the percentage of stops for the target group compared to the baseline measure for that group also was 1.75 or above (percentage of stops divided by benchmark percentage equals 1.75 or more) in any of the three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, or (3) Hispanic.

Table III.B.4: Highest Ratio of Stops to EDP (Tier I)

Department Name	Number of Stops	Stops	EDP	Absolute Difference	Ratio
Minority (All Non-White)					
Wethersfield	3,622	44.73%	16.60%	28.12%	2.69
East Hartford	10,239	64.38%	40.04%	24.34%	1.61
New Britain	6,468	58.15%	38.88%	19.26%	1.50
Stratford	1,573	45.90%	27.87%	18.03%	1.65
Trumbull	2,866	35.31%	18.23%	17.08%	1.94
Darien	3,631	31.20%	15.92%	15.29%	1.96
Windsor	5,462	47.71%	33.16%	14.55%	1.44
New Haven	15,368	60.36%	46.32%	14.04%	1.30
Newington	4,354	31.92%	18.98%	12.94%	1.68
Fairfield	9,276	29.98%	17.52%	12.46%	1.71
Meriden	2,789	43.89%	31.44%	12.44%	1.40
Hartford	7,798	61.61%	50.07%	11.54%	1.23
Waterbury	2,462	51.02%	40.14%	10.88%	1.27
West Hartford	8,882	34.97%	24.14%	10.83%	1.45
Woodbridge	2,175	27.86%	17.31%	10.56%	1.61
Orange	4,234	29.97%	19.51%	10.46%	1.54
Norwich	5,786	35.10%	24.65%	10.45%	1.42
Manchester	6,903	37.03%	26.68%	10.35%	1.39
Hamden	5,482	39.69%	29.50%	10.20%	1.35
Black					
East Hartford	10,239	36.62%	16.95%	19.67%	2.16
Windsor	5,462	35.54%	20.06%	15.48%	1.77
New Haven	15,368	37.47%	22.60%	14.88%	1.66
Hartford	7,798	35.25%	21.57%	13.69%	1.63
Stratford	1,573	25.05%	12.10%	12.94%	2.07
Woodbridge	2,175	17.66%	4.77%	12.88%	3.70
Hamden	5,482	28.73%	16.09%	12.64%	1.79
Bloomfield	4,921	43.04%	31.15%	11.89%	1.38
Wethersfield	3,622	16.68%	4.91%	11.77%	3.40
Norwich	5,786	18.53%	7.52%	11.01%	2.46
Trumbull	2,866	16.78%	5.87%	10.91%	2.86
Manchester	6,903	20.56%	9.92%	10.64%	2.07
Waterbury	2,462	24.70%	14.34%	10.36%	1.72
Hispanic					
Wethersfield	3,622	26.53%	8.66%	17.87%	3.06
New Britain	6,468	40.83%	26.03%	14.80%	1.57

Table III.B.5: High Ratio of Stops to EDP (Tier II)

Department Name	Number of Stops	Stops	EDP	Absolute Difference	Ratio
Minority (All Non-White)					
Wolcott	662	16.62%	8.18%	8.44%	2.03
Redding	2,587	15.04%	7.55%	7.49%	1.99
Easton	611	13.58%	7.50%	6.08%	1.81
Black					
Orange	4,234	15.40%	6.26%	9.14%	2.46
Fairfield	9,276	14.27%	5.27%	9.00%	2.71
Darien	3,631	11.54%	3.57%	7.97%	3.23
South Windsor	3,456	13.40%	5.76%	7.64%	2.33
Derby	2,690	13.23%	6.72%	6.52%	1.97
West Hartford	8,882	13.74%	7.64%	6.09%	1.80
Newington	4,354	11.14%	5.53%	5.61%	2.02
Windsor Locks	2,353	12.75%	7.15%	5.60%	1.78
Hispanic					
Darien	3,631	17.21%	7.99%	9.22%	2.15
Newington	4,354	17.71%	8.90%	8.81%	1.99
Trumbull	2,866	16.36%	8.33%	8.04%	1.97
Redding	2,587	9.39%	3.99%	5.40%	2.36
Easton	611	8.84%	3.49%	5.34%	2.53
Berlin	6,396	11.66%	6.57%	5.10%	1.78
Wolcott	662	9.37%	4.34%	5.03%	2.16

The above EDP analysis was confined to the 92 municipal police departments in Connecticut. There are 80 municipalities in Connecticut that either (1) do not have their own departments and rely upon the state police for their law and traffic enforcement services or (2) have one or more resident state troopers who either provide their police services or supervise local constables or law enforcement officers. Most of these communities are smaller and located in Connecticut's more rural areas. Once the state police stops made on limited access highways were removed from the data, we found that these towns generally had too few stops during the 6am to 10am and 3pm to 7pm periods to yield meaningful comparisons. Consequently, these towns were not considered appropriate candidates for the EDP analysis.

III.B (3): RESIDENT ONLY STOP COMPARISON

Overall, when compared to the census, 70 departments stopped more Minority resident drivers than white drivers. Again, the disparity for many of these departments was very small. In the remaining 22 communities, the disparity was negative, meaning that more whites were stopped than expected based on the population numbers. However, the negative disparities were also very small in most communities. Almost all departments (91 of 92) had a disparity for Black drivers stopped and 53 departments had a disparity for Hispanic drivers stopped when compared to the resident driving age population.

Departments with a difference of 10 percentage points or more between the resident stops and the 16+ resident population in any of the three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, and (3) Hispanic, were identified in our tier one group. In addition, departments that exceeded their resident population percentage by more than five but less than 10 percentage points were identified in our tier two group for this benchmark if the ratio of the percentage of resident stops for the target group compared to the baseline measure for that group also was 1.75 or above(percentage of stopped residents

divided by resident benchmark percentage equals 1.75 or more) in any of three categories: (1) Minority (all race/ethnicity), (2) Black non-Hispanic, and (3) Hispanic.

Table III.B.6: Highest Ratio of Resident Population to Resident Stops (Tier I)

Department Name	Number of Residents	Residents	Resident Stops	Minority Resident Stops	Difference	Ratio
Minority (All Non-White)						
New Britain	57,164	45.00%	14,520	67.10%	22.10%	1.49
East Hartford	40,229	51.63%	11,572	73.44%	21.82%	1.42
Bloomfield	16,982	61.51%	4,595	80.76%	19.25%	1.31
Waterbury	83,964	48.10%	5,330	67.22%	19.13%	1.40
Meriden	47,445	34.86%	5,538	53.43%	18.57%	1.53
Windsor	23,222	43.92%	5,971	61.71%	17.79%	1.41
New Haven	100,702	62.82%	24,705	79.85%	17.04%	1.27
Willimantic	20,176	34.55%	4,674	51.56%	17.01%	1.49
Stratford	40,980	27.20%	3,423	43.97%	16.77%	1.62
Norwich	31,638	29.09%	9,766	45.71%	16.62%	1.57
Wethersfield	21,607	12.47%	2,950	28.10%	15.63%	2.25
Derby	10,391	20.56%	1,560	34.87%	14.32%	1.70
Manchester	46,667	27.95%	9,787	41.76%	13.81%	1.49
Hamden	50,012	30.92%	6,036	44.25%	13.33%	1.43
New London	21,835	43.57%	3,301	56.44%	12.87%	1.30
Middletown	38,747	23.49%	4,825	35.40%	11.91%	1.51
Vernon	23,800	14.05%	4,685	25.46%	11.41%	1.81
Bristol	48,439	12.71%	7,595	23.98%	11.27%	1.89
Norwalk	68,034	40.80%	8,232	51.28%	10.48%	1.26
Black						
Bloomfield	16,982	54.76%	4,595	75.26%	20.49%	1.37
Windsor	23,222	32.20%	5,971	51.85%	19.65%	1.61
New Haven	100,702	32.16%	24,705	51.62%	19.46%	1.60
East Hartford	40,229	22.52%	11,572	41.27%	18.76%	1.83
Hamden	50,012	18.28%	6,036	36.05%	17.77%	1.97
Waterbury	83,964	17.37%	5,330	33.70%	16.32%	1.94
Norwich	31,638	8.96%	9,766	24.51%	15.55%	2.74
Stratford	40,980	12.76%	3,423	27.87%	15.12%	2.19
Manchester	46,667	10.15%	9,787	23.45%	13.30%	2.31
Middletown	38,747	11.68%	4,825	24.33%	12.66%	2.08
Norwalk	68,034	13.13%	8,232	24.54%	11.41%	1.87
Hispanic						
New Britain	57,164	31.75%	14,520	48.44%	16.68%	1.53
Willimantic	20,176	28.88%	4,674	44.09%	15.21%	1.53
Danbury	64,361	23.25%	4,831	37.38%	14.13%	1.61
Meriden	47,445	24.86%	5,538	37.87%	13.01%	1.52
Wethersfield	21,607	7.10%	2,950	17.22%	10.12%	2.42

Table III.B.7: High Ratio of Resident Population to Resident Stops (Tier II)

Department Name	Number of Residents	Residents	Resident Stops	Minority Resident Stops	Difference	Ratio
Minority (All Non-White)						
Enfield	33,218	8.65%	13,065	15.88%	7.23%	1.84
Clinton	10,540	6.12%	4,746	11.36%	5.24%	1.86
Black						
Vernon	23,800	4.70%	4,685	14.41%	9.71%	3.07
Groton City*	7,960	7.70%	2,243	17.21%	9.51%	2.23
Derby	10,391	6.03%	1,560	14.55%	8.52%	2.41
Ansonia	14,979	9.74%	5,611	17.95%	8.21%	1.84
Meriden	47,445	7.80%	5,538	14.68%	6.88%	1.88
Cromwell	11,357	3.69%	2,932	10.44%	6.75%	2.83
Wethersfield	21,607	2.75%	2,950	8.95%	6.20%	3.26
Bristol	48,439	3.24%	7,595	9.15%	5.91%	2.83
Enfield	33,218	2.63%	13,065	8.31%	5.68%	3.16
Groton Town	31,520	6.07%	6,363	11.72%	5.65%	1.93
Cheshire	21,049	1.27%	7,773	6.39%	5.12%	5.02
Hispanic						
Bristol	48,439	7.65%	7,595	13.77%	6.12%	1.80

III.B (4): CONCLUSIONS FROM THE DESCRIPTIVE COMPARISONS

The descriptive tests outlined in the above sections are designed to be used as a screening tool to identify those jurisdictions with consistent data disparities that exceed certain thresholds. The tests compare stop data to three different benchmarks: (1) statewide average, (2) the estimated driving population, and (3) resident-only stops that each cover three driver categories: Black, Hispanic, and Minority. Town data is then measured against the resulting total of nine descriptive measures for evaluation purposes.

In order to weight the disparities within the descriptive benchmarks, any disparity greater than 10 percentage points for a measure was given a weight of one (1) point. Any disparity of more than five, but less than 10 percentage points accompanied by a disparity ratio of 1.75 or above was given a weight of 0.5 points. Therefore, a department could score no more than nine (9) total points.

Table III.B.8 identifies the 14 towns with significant disparities divided into two tiers. The first tier includes the five jurisdictions whose stop data was found to exceed the disparity threshold levels in at least two of the three benchmark areas and a weighted total score of 4.5 or more. This designation warrants additional study to further review the data and attempt to understand the factors that may be causing these differences. It is also recommended that these departments, as well as those included in the second tier of the table, evaluate their own data to try and better understand any patterns.

The second tier of Table III.B.8 shows the seven departments that exceeded the disparity threshold in two of the three benchmark areas, but only scored a four (4) out of a possible nine (9) points. In all of these departments there were disparities in at least two of the three benchmark areas. All of the departments that were identified in the descriptive analysis with benchmark disparities and the actual values that exceeded the threshold level are included in the Appendix of the report.

Table III.B.8: Departments with the Greatest Number of Disparities Relative to Descriptive Benchmarks

Department Name	Statewide Average			Estimated Driving Population			Resident Population			Point Total
	M	B	H	M	B	H	M	B	H	
Tier 1										
Wethersfield	32.8%	10.9%	21.3%	28.1%	11.8%	17.9%	15.6%	6.2%	10.1%	8.5
Stratford	19.9%	13.2%		18.0%	12.9%		16.8%	15.1%		6
East Hartford	10.4%	10.1%		24.3%	19.7%		21.8%	18.8%		6
New Britain	12.0%			19.3%		14.8%	22.1%		16.7%	5
Hamden		10.8%		10.2%	12.6%		13.3%	17.8%		5
Manchester	10.2%			10.4%	10.6%		13.8%	13.3%		5
Trumbull	21.0%	11.3%		17.1%	10.9%	8.0%				4.5
Tier 2										
Norwich				10.5%	11.0%		16.6%	15.6%		4
Darien	19.5%		12.7%	15.3%	8.0%	9.2%				4
New Haven				14.0%	14.9%		17.0%	19.5%		4
Newington	19.9%		14.1%	12.9%	5.6%	8.8%				4
Waterbury				10.9%	10.4%		19.1%	16.3%		4
Windsor				14.6%	15.5%		17.8%	19.7%		4
Woodbridge	14.3%	13.1%		10.6%	12.9%					4

Note 1: M=Minority, B=Black, H=Hispanic (Numbers of 10 or above yield one point, numbers less than 10 equal 0.5 points)

III.C: ANALYSIS OF TRAFFIC STOPS, VEIL OF DARKNESS

III.C. (1): THREE-YEAR STATE-LEVEL RESULTS FOR THE VEIL OF DARKNESS, 2013-16

Table III.C.1 presents the results from the *VOD* applied at the state-level during the combined inter-twilight window. These results were estimated using Equation 4 (Part I, Section I.C.) with the standard errors clustered at the department-level. The estimates include controls for time of day, day of week, year, dusk inter-twilight window, statewide stop volume, and department fixed-effects. The estimates relied on four definitions of minority status relative to white non-Hispanics and are annotated accordingly. As shown below, estimation using the three-year aggregate sample indicates a statistically significant disparity for Hispanic motorists as well as the combined black and Hispanic sample.

Table III.C.1: Logistic Regression of Minority Status on Daylight with Department Fixed-Effects, All Traffic Stops 2013-16

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Daylight	Coefficient	0.015	0.004	0.061***	0.043***
	Standard Error	(0.021)	(0.020)	(0.021)	(0.015)
Effective Sample Size		423,510	411,488	405,477	469,896

Note 1: The coefficients are presented along with standard errors clustered at the department-level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, inter-twilight window (i.e. morning and night), volume, and department fixed-effects.
Note 3: Sample includes all traffic stops made during the inter-twilight window from October 2013 to September 2016.

Table III.C.2 presents the results for the subsample of all municipal police departments during the combined inter-twilight window from 2013-16. As before, the results include controls for time of day, day of week, year, dusk inter-twilight window, and statewide stop volume. The top panel includes fixed-effects for departments while the bottom panel utilizes the richness of the three-year sample by including officer fixed effects. Standard errors are clustered at the requisite fixed-effect level, i.e. department or officer. As shown below, the results indicate a marginally significant disparity for Hispanic motorists alone. Although this disparity is marginal, it persists through the inclusion of the high dimensional set of officer fixed-effects.

Table III.C.2: Logistic Regression of Minority Status on Daylight, Municipal Traffic Stops 2013-16

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Department Fixed-Effects					
Daylight	Coefficient	-0.025	-0.026	0.039*	0.017
	Standard Error	(0.019)	(0.022)	(0.023)	(0.016)
Effective Sample Size		259,880	253,454	249,092	294,118
Officer Fixed-Effects					
Daylight	Coefficient	-0.025	-0.026	0.039*	0.017
	Standard Error	(0.019)	(0.022)	(0.023)	(0.016)
Effective Sample Size		259,880	253,454	249,092	294,118

Table III.C.3 presents for the subsample of all State Police troops during the combined inter-twilight window. As before, the results include controls for time of day, day of week, year, dusk inter-twilight window, and statewide stop volume. The top panel includes fixed-effects for troops while the bottom panel includes officer fixed effects with standard errors clustered at the requisite fixed-effect level. Across all of the specifications with department fixed-effects, the results indicate a significant disparity. Only the disparity observed in the combined sample of black and Hispanic motorists persists through the inclusion of officer fixed-effects. However, it is clear that the statewide results from Table III.C.1 are being driven primarily by this disparity both because of the high level of significance as well as the large share of the overall sample represented by State Police.

Table III.C.3: Logistic Regression of Minority Status on Daylight, State Police Traffic Stops 2013-16

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Department Fixed-Effects					
Daylight	Coefficient	0.223***	0.108***	0.132***	0.113***
	Standard Error	(0.047)	(0.021)	(0.044)	(0.021)
Effective Sample Size		157,211	151,902	150,828	168,748
Officer Fixed-Effects					
Daylight	Coefficient	-0.278	-0.371	-0.192	0.109***
	Standard Error	(10.197)	(0.718)	(0.121)	(0.015)
Effective Sample Size		152,275	147,132	146,101	163,405

As mentioned, these estimates aggregate all traffic stops across multiple departments and years. As such, they should be considered an average effect across all departments and over a three year period from 2013 to 2016. Although the results from this section find a statistically significant disparity in the rate of minority traffic stops in Connecticut, these results do not identify the geographic source of that disparity. The results of a department-level analysis are presented in a later section and better identify the source of specific department-wide disparities.

III.C. (2): THREE-YEAR STATE-LEVEL ROBUSTNESS FOR THE VEIL OF DARKNESS, 2013-16

This section presents robustness checks on the initial specification using a more restrictive subsample of traffic stops. Analysis using all violations may suffer from bias driven by specific violations that are correlated with visibility and minority status. To see why this might be a problem, imagine that minority

motorists are more likely to have a head or taillight out and that these violations are only observable to police officers during darkness. In that instance, comingling these equipment violations with other violations might make us more likely to observe more minorities stopped at night, thus biasing the results downward. In contrast, if minority motorists are more likely to talk on their cellphone or not wear a seatbelt and those violations are more easily observed during daylight, the results would be biased upwards. Since both of these scenarios seem reasonable and it is unclear the net direction of the bias, a reasonable robustness check is to limit the sample of traffic stops to moving violations.

Table III.C.4 presents the results at the state-level during the combined inter-twilight window with only moving violations. As before, these results were estimated using Equation 4 (Part I, Section I.C.) with the standard errors being clustered at the department-level. The estimates include controls for time of day, day of week, year, dusk inter-twilight window, statewide stop volume, and department fixed-effects. As shown below, estimation using the three-year sample indicates a statistically significant disparity across all demographic groups. These results indicate that the previous set of estimates using all traffic stops may have been biased such that the magnitude and significance were underestimated.

Table III.C.4: Logistic Regression of Minority Status on Daylight with Department Fixed-Effects, All Moving Violations 2013-16

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Daylight	Coefficient	0.086***	0.077***	-0.165***	0.063***
	Standard Error	(0.028)	(0.026)	(0.041)	(0.018)
Effective Sample Size		218,164	211,049	206,472	236,399

Note 1: The coefficients are presented along with standard errors clustered at the department-level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, inter-twilight window (i.e. morning and night), volume, and department fixed-effects.
Note 3: Sample includes moving violations made during the inter-twilight window from October 2013 to September 2016.

Table III.C.5 presents the results from the subsample of moving violations made only by municipal police departments during the combined inter-twilight window. As before, the results include controls for time of day, day of week, year, dusk inter-twilight window, and statewide stop volume. The top panel includes fixed-effects for departments while the bottom panel includes officer fixed effects with standard errors clustered at the requisite level. As shown below, the results indicate a significant disparity for the specification that includes both black and Hispanic motorists. The disparity persists through the inclusion of the high dimensional set of officer fixed-effects. Given that minority motorists make up a small relative portion of the estimation sample, the combined black and Hispanic contains the most such stops. Thus, it is not surprising that this sample is observed to be the most likely to identify the disparity as the others may suffer from a power issue.

Table III.C.5: Logistic Regression of Minority Status on Daylight, Municipal, All Moving Violations 2013-16

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Department Fixed-Effects					
Daylight	Coefficient	0.042	0.051	0.045	0.051***
	Standard Error	(0.028)	(0.367)	(0.036)	(0.018)
Effective Sample Size		136,140	132,506	129,732	149,722
Officer Fixed-Effects					
Daylight	Coefficient	-0.019	0.008	-0.103	0.090***
	Standard Error	(0.033)	(0.034)	(434.644)	(0.017)
Effective Sample Size		120,324	117,116	114,756	131,721

Note 1: The coefficients are presented along with standard errors clustered at the department-level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, inter-twilight window (i.e. morning and night), volume, and department or officer fixed-effects.
Note 3: Sample includes all traffic stops made by municipal departments during the inter-twilight window from October 2013 to September 2016.

Table III.C.6 presents the results from the subsample of moving violations for all State Police departments during the combined inter-twilight window. As before, the results include controls for time of day, day of week, year, dusk inter-twilight window, and statewide stop volume. The top panel includes fixed-effects for departments while the bottom panel includes officer fixed effects with standard errors clustered at the requisite level. As before, the disparity for the combined black and Hispanic sample persists through this more restrictive sample. Again, note that minority motorists make up a small relative portion of the estimation sample, the combined black and Hispanic contains the most such stops. Thus, it is not surprising that this sample is observed to be the most likely to identify the disparity as the others may suffer from a power issue.

Table III.C.6: Logistic Regression of Minority Status on Daylight, State Police All Moving Violations 2013-16

LHS: Minority Status		Non-Caucasian	Black	Hispanic	Black or Hispanic
Department Fixed-Effects					
Daylight	Coefficient	0.243***	0.163***	0.153***	0.136***
	Standard Error	(0.048)	(0.034)	(0.042)	(0.029)
Effective Sample Size		78,560	75,238	73,779	82,913
Officer Fixed-Effects					
Daylight	Coefficient	0.044	-0.294	-0.305*	0.115***
	Standard Error	(0.057)	(5.936)	(0.164)	(0.023)
Effective Sample Size		75,736	72,532	71,083	79,881

Note 1: The coefficients are presented along with standard errors clustered at the department-level. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, inter-twilight window (i.e. morning and night), volume, and department or officer fixed-effects.
Note 3: Sample includes moving violations made by state police during the inter-twilight window from October 2013 to September 2016.

The results presented in the state-level analysis provide strong evidence that a disparity exists in the rate of minority traffic stops by both municipal and State Police departments in the combined 2013 to 2016 sample. Throughout, the disparity persists through the inclusion of both municipal departments as well as officer fixed-effects. Further, the level of significance grows across all specifications when the sample is restricted to moving violations. In the preceding section, the test will be applied to individual municipal departments and State Police troops.

III.C (3): THREE-YEAR DEPARTMENT-LEVEL RESULTS FOR THE VEIL OF DARKNESS, 2013-16

The analysis presented at the state-level shows that a statistically significant disparity exists in the rate of minority traffic stops in daylight relative to darkness. That analysis does not further investigate disparities occurring within specific police departments. The analysis presented in this section seeks to better identify the source of the observed aggregate disparity and to further investigate individual police departments. Each individual municipal police department and State Police troop is examined independently by estimating the effect of visibility during the combined inter-twilight window. Equation 4 (Part I, Section I.C.) is estimated separately for each municipal department and state police troop. Thus, each set of estimates includes a vector of town-specific fixed-effects for time of day, day of week, year, dusk inter-twilight window, and statewide stop volume. Here, we identify all departments found to have a disparity that is statistically significant at the 95 percent level in either the Hispanic or Black alone minority group. The full set of results are contained in Table III.C.7.1 of the Appendix. Although we do not include officer fixed or restrict the sample to moving violations here, Appendix Tables III.C.7.2, III.C.7.3 and III.C.7.4 contain results with more rigorous specifications. As discussed in detail below, we annotate departments that did not withstand the scrutiny of these more rigorous specifications.

Table III.C.7 presents the results from estimating the VOD test statistic for individuals departments using the combined 2013-16 sample. There were 12 municipal departments and five State Police troops found to have a disparity that was statistically significant at the 95 percent level in the black or Hispanic categories. Two of these municipal departments (Groton Town and New Milford) and two of the State Police troops (Troop C and H) were identified in previous year's reports. As noted, the disparity for all departments in Table III.C.7 did not persist through all of the robustness checks that included officer fixed-effects, the moving violation subsample, and the combination of these specifications. In total, the disparity only persisted through these robustness checks for six municipal departments and four State Police troops: Ansonia, Groton Town, Madison, Monroe, New Milford, Norwich, Troop C, Troop G, Troop H, and Troop K. Although the coefficient estimate here are a three-year average effect from 2013-16, the persistence of the results through a rigorous set of robustness checks and large overall sample of stops warrants serious consideration.

Table III.C.7: Logistic Regression of Minority Status on Daylight for Select Departments, All Traffic Stops 2013-16

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ansonia	Coefficient	0.086	0.058	0.319***	0.186**
	SE	(0.098)	(0.102)	(0.108)	(0.081)
	ESS	4,168	4,091	3,962	4,813
Avon+	Coefficient	-0.100	0.140	1.789**	0.574
	SE	(0.367)	(0.47)	(0.744)	(0.381)
	ESS	777	662	584	758
East Hampton+	Coefficient	0.758	0.578	38.003***	0.998
	SE	(0.849)	(0.981)	(6.171)	(0.958)
	ESS	237	180	170	249
Groton Town	Coefficient	0.433***	0.473***	0.129	0.322***
	SE	(0.132)	(0.143)	(0.162)	(0.114)
	ESS	3,192	3,112	2,999	3,412
Madison	Coefficient	-0.061	0.231	0.899**	0.563**
	SE	(0.297)	(0.384)	(0.35)	(0.258)
	ESS	2,241	2,160	2,129	2,318
Manchester+	Coefficient	0.131*	0.194**	0.045	0.131*
	SE	(0.076)	(0.082)	(0.096)	(0.069)
	ESS	5,563	5,322	4,796	6,250
Monroe	Coefficient	-0.143	-0.043	0.378**	0.168
	SE	(0.155)	(0.172)	(0.172)	(0.127)
	ESS	4,173	4,106	4,147	4,423
New Milford	Coefficient	0.230	0.129	0.581***	0.412**
	SE	(0.223)	(0.247)	(0.209)	(0.166)
	ESS	2,718	2,621	2,826	2,940
Norwich	Coefficient	-0.319***	-0.215*	0.292**	0.027
	SE	(0.123)	(0.129)	(0.145)	(0.105)
	ESS	2,779	2,664	2,505	3,103
South Windsor+	Coefficient	-0.219	-0.232	0.558***	0.068
	SE	(0.14)	(0.154)	(0.206)	(0.13)
	ESS	2,532	2,434	2,300	2,700
Stamford+	Coefficient	-0.059	-0.048	0.244**	0.097
	SE	(0.112)	(0.122)	(0.112)	(0.092)
	ESS	3,172	3,010	3,217	3,869
Willimantic+	Coefficient	-0.071	-0.069	0.421***	0.324**
	SE	(0.228)	(0.239)	(0.14)	(0.131)
	ESS	1,260	1,232	1,813	1,954

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Troop B+	Coefficient	0.285*	0.191	0.397**	0.285**
	SE	(0.163)	(0.181)	(0.164)	(0.126)
	ESS	5,902	5,824	5,857	6,135
CSP Troop C	Coefficient	0.315***	0.233***	0.250***	0.240***
	SE	(0.056)	(0.07)	(0.074)	(0.053)
	ESS	22,611	21,455	21,218	22,931
CSP Troop G	Coefficient	0.161***	0.108*	0.177***	0.137***
	SE	(0.058)	(0.061)	(0.062)	(0.049)
	ESS	12,888	12,298	12,121	15,287
CSP Troop H	Coefficient	0.168**	0.156**	0.140	0.144**
	SE	(0.071)	(0.076)	(0.085)	(0.063)
	ESS	10,338	9,872	9,194	11,596
CSP Troop K	Coefficient	0.111	0.114	0.300***	0.207***
	SE	(0.079)	(0.089)	(0.085)	(0.065)
	ESS	13,566	13,239	13,397	14,409

Note 1: The coefficients are presented along with robust standard errors. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: All specifications include controls for time of the day, day of the week, analysis year, inter-twilight window (i.e. morning and night), and volume.
Note 3: Sample includes all traffic stops made during the inter-twilight window from October 2015 to September 2016.
+ Results are not robust across subsequent specifications.

As noted previously, only a select six of the 12 municipal departments and four of the five State Police troops in Table III.C.7 persisted through the additional robustness checks contained in the Appendix. We conclude that for these departments and State Police troops, there is strong evidence that a disparity exists in the rate of minority traffic stops made during high visibility conditions. For the departments which had a disparity in Table III.C.7 but where that disparity did not persist through the robustness checks, it is impossible to determine whether these more restrictive specifications invalidated the findings or whether they simply created power issues by reducing the overall sample. Thus, we annotate the results for those departments but caution against any undue interpretation about the fact that these results did not withstand more rigorous estimation. One overarching observation is that the largest and most persistent disparities driving the results statewide are likely coming from the State Police. Not only are these results strong across all specifications and robustness checks with a high degree of confidence, but the large overall sample size means that they exert more influence on the overall average effect for the mixed sample. Again, it is impossible to clearly link these observed disparities to racial profiling as these differences may be driven by any combination of policing policy, heterogeneous enforcement patterns, or individual officer behavior.

III.D. ANALYSIS OF TRAFFIC STOPS, SYNTHETIC CONTROL

III.D. (1): THREE-YEAR DEPARTMENT-LEVEL SYNTHETIC CONTROL ANALYSIS, 2013-16

Each individual municipal police department and State Police troop was examined independently by weighting observations with inverse propensity scores estimated using Equation 7 (Part I, Section I.D.). Treatment effects were estimated using Equation 8 (Part I, Section I.D.) for individual departments and State Police troops across four demographic subgroups relative to white non-Hispanics. As before, we identify all departments found to have a disparity that is statistically significant at the 95 percent level in either the Hispanic or Black alone minority group. The full set of results for all departments can be found in Table III.D.1.1 of the Appendix. Although we do not use doubly-robust estimation here, Appendix Table III.D.1.2 contains results with this more rigorous specifications. Note that significantly more departments are identified in these estimates than those using doubly-robust estimation which indicates that in some departments, the results fail on balance. Thus, we present results here for departments identified using the less rigorous specification but only confidently identify those that withstand the more rigorous approach.

Table III.D.1 presents the results from estimating treatment effects of individual departments relative to their requisite synthetic control using the combined 2013-16 sample. There were 20 municipal departments and five State Police troops found to have a disparity that was statistically significant at the 95 percent level in the black or Hispanic categories. As noted, the disparities in these departments did not all persist through more restrictive modeling specifications that utilize doubly-robust estimation. In total, there were seven municipal departments and two State Police troops that withstood this more rigorous estimation procedure. Although the coefficient estimate here are a three-year average effect from 2013-16, the persistence of the results and large overall sample of stops warrants consideration.

Table III.D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2013-16

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Berlin+	Coefficient	13.452***	-0.263***	0.507***	0.134***
	SE	(0.023)	(0.032)	(0.032)	(0.024)
	ESS	271,655	271,655	271,655	271,655
Bethel	Coefficient	-1.192***	-1.348***	3.063***	157.379***
	SE	(0.038)	(0.044)	(0.031)	(0.026)
	ESS	258,671	258,671	258,671	258,671
Bloomfield+	Coefficient	1.331***	1.425***	1.603***	0.786***
	SE	(0.019)	(0.019)	(0.032)	(0.019)
	ESS	411,921	411,921	411,921	411,921

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Brookfield+	Coefficient	-0.521***	4.287***	-1.042***	-1.981***
	SE	(0.049)	(0.059)	(0.042)	(0.035)
	ESS	474,222	474,222	474,222	474,222
Cromwell+	Coefficient	0.122***	0.163***	14.777***	-0.172***
	SE	(0.041)	(0.043)	(0.061)	(0.037)
	ESS	134,719	134,719	134,719	134,719
Easton+	Coefficient	5.834***	11.669***	-0.319***	-0.933***
	SE	(0.108)	(0.124)	(0.087)	(0.074)
	ESS	314,421	314,421	314,421	314,421
Glastonbury+	Coefficient	-18.852***	-0.216***	5.004***	-0.120***
	SE	(0.025)	(0.042)	(0.03)	(0.032)
	ESS	445,837	445,837	445,837	445,837
Manchester	Coefficient	0.678***	0.647***	0.204***	0.550***
	SE	(0.019)	(0.02)	(0.023)	(0.017)
	ESS	397,469	397,469	397,469	397,469
Middletown+	Coefficient	0.372***	0.451***	-0.236***	0.208***
	SE	(0.028)	(0.029)	(0.039)	(0.025)
	ESS	391,994	391,994	391,994	391,994
Milford	Coefficient	0.230***	0.193***	0.190***	0.221***
	SE	(0.035)	(0.037)	(0.041)	(0.03)
	ESS	421,729	421,729	421,729	421,729
Naugatuck	Coefficient	-0.522***	-0.480***	10.999***	0.998***
	SE	(0.026)	(0.027)	(0.025)	(0.019)
	ESS	317,853	317,853	317,853	317,853
Orange	Coefficient	0.348***	0.358***	0.098***	0.291***
	SE	(0.028)	(0.03)	(0.033)	(0.024)
	ESS	254,968	254,968	254,968	254,968
Rocky Hill+	Coefficient	0.195***	0.048	0.704***	2.939***
	SE	(0.028)	(0.031)	(0.035)	(0.025)
	ESS	387,545	387,545	387,545	387,545
Shelton+	Coefficient	0.497***	4.877***	1.038***	0.263***
	SE	(0.082)	(0.089)	(0.086)	(0.065)
	ESS	349,842	349,842	349,842	349,842
Stratford+	Coefficient	0.842***	0.949***	0.640***	1.071***
	SE	(0.024)	(0.024)	(0.029)	(0.022)
	ESS	346,525	346,525	346,525	346,525

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Trumbull+	Coefficient	0.430***	0.581***	0.583***	0.702***
	SE	(0.027)	(0.028)	(0.031)	(0.023)
	ESS	330,636	330,636	330,636	330,636
Watertown	Coefficient	-1.235***	0.740***	2.727***	0.258***
	SE	(0.052)	(0.053)	(0.057)	(0.041)
	ESS	300,904	300,904	300,904	300,904
Wethersfield	Coefficient	-0.199***	-0.172***	1.175***	0.633***
	SE	(0.026)	(0.027)	(0.027)	(0.022)
	ESS	220,004	220,004	220,004	220,004
Windsor Locks+	Coefficient	0.419***	0.425***	-0.301***	0.098***
	SE	(0.031)	(0.033)	(0.051)	(0.028)
	ESS	151,341	151,341	151,341	151,341
Winsted+	Coefficient	0.368***	3.922***	2.272***	0.521***
	SE	(0.096)	(0.101)	(0.111)	(0.082)
	ESS	163,929	163,929	163,929	163,929
CSP Troop F	Coefficient	0.030	0.073	0.169**	0.124**
	SE	(0.06)	(0.057)	(0.073)	(0.05)
	ESS	652,950	652,950	652,950	652,950
CSP Troop G+	Coefficient	1584.850	0.584*	0.943**	193.480
	SE	(.)	(0.328)	(0.439)	(.)
	ESS	180,269	180,269	180,269	180,269
CSP Troop H+	Coefficient	0.260***	0.239***	0.166	0.261***
	SE	(0.084)	(0.088)	(0.104)	(0.075)
	ESS	639,239	639,239	639,239	639,239
CSP Troop I	Coefficient	0.291***	0.349***	0.187***	0.338***
	SE	(0.015)	(0.016)	(0.019)	(0.014)
	ESS	652,945	652,945	652,945	652,945
CSP Troop K+	Coefficient	0.260	0.197	0.725***	0.436**
	SE	(0.198)	(0.228)	(0.233)	(0.178)
	ESS	378,779	378,779	378,779	378,779

Note 1: The coefficients are presented along with robust standard errors. A coefficient concatenated with * represents a p-value of .1, ** represents a p-value of .05, and *** represents a p-value of .01 significance.
Note 2: Propensity scores were estimated using principal components analysis of traffic stop characteristics as well as Census data selected using the Kaiser-Guttman stopping rule. Traffic stop characteristics include time of the day, day of the week, month, department traffic stop volume, officer traffic stop volume, and type of traffic stop. Census demographics for both the primary and border towns include retail employment, entertainment employment, commuting population, vacant housing, rental housing, median earnings, population density, gender, age, race, and ethnicity.
Note 3: Sample includes all traffic stops made by the primary department and an inverse propensity score weighted sample of all other departments from October 2013 to September 2016.
+ Results are not robust across subsequent specifications.

As noted previously, only a select number of these persisted through the additional robustness check contained in the Appendix. Although it is impossible to determine whether these robustness checks

invalidated the findings in Table III.D.1 or whether a balanced synthetic control is simply not able to be created, we annotate the results for those departments and caution against any undue interpretation. Again, it is impossible to clearly link the observed disparities to racial profiling as these differences may be driven by any combination of policing policy, heterogeneous enforcement patterns, or individual officer actions.

III.E. ANALYSIS OF VEHICULAR SEARCHES, KPT HIT-RATE

III.E (1): THREE-YEAR STATE-LEVEL HIT-RATE ANALYSIS, 2013-16

The analysis begins by aggregating all search data for Connecticut by demography and performing the non-parametric test of hit-rates. The rate that searches, defined as both consent and other searches, that end in contraband being found for white non-Hispanic motorists is compared to each minority subgroup. The results of this test can be seen in Table III.E.1 for four distinct minority definitions. As seen below, the rate of successful searches for white non-Hispanic motorists was 34.5 percent from 2013 to 2016. Relative to white non-Hispanic motorists, the hit-rate for each of the four minority subgroups was lower and ranged from 25.1 to 25.6 percent. The differences in hit-rates for each group was statistically significant at the 99 percent level. In aggregate, Connecticut police departments exhibit a strong tendency to be less successful in motorist searches across all minority groups.

Table III.E.1: Chi-Square Test of Hit-Rate, Municipal and State Police, Consent and Other Searches 2013-16

Variable:	White	Non-White	Black	Hispanic	Black or Hispanic
Hit-Rate	34.5%	25.1%***	25.2%***	25.6%***	25.3%***
Chi^2	N/A	384.039	366.398	270.229	498.15
ESS	25,911	14,586	14,049	10,412	23,939

Note: Sample includes all consent and other searches from October 2013 to September 2016.

Table III.E.2 provides the results of a hit-rate analysis for the aggregate municipal department and State Police subgroups. The hit-rate in municipal departments for white non-Hispanic motorists was 32.4 percent from 2013 to 2016. Relative to white non-Hispanic motorists, the hit-rate for each of the four minority subgroups was lower and ranged from 23.4 to 24.3 percent. These differences were statistically significant at the 99 percent level. Similarly, the aggregate hit-rate for all State Police was 42.2 percent for white non-Hispanic motorist. Relative to white non-Hispanic motorists, the hit-rate for each of the four minority subgroups was lower and ranged from 21.6 to 23.2 percent. As before, each minority group had a lower rate of successful searches that were again statistically significant at the 99 percent level.

Table III.E.2: Chi-Square Test of Hit-Rate, All Consent and Probable Cause Searches 2013-16

Variable:	White	Non-White	Black	Hispanic	Black or Hispanic
Municipal Departments					
Hit-Rate	32.4%	23.4%***	23.5%***	24.3%***	23.8%***
Chi^2	N/A	299.567	279.462	190.665	363.49
ESS	20,318	11,935	11,513	8,594	19,727
State Police Troops					
Hit-Rate	42.2%	33.2%***	33.0%***	31.6%***	32.3%***
Chi^2	N/A	57.307	58.187	61.782	95.024
ESS	5,345	2,506	2,403	1,746	4,007

III.E (2): THREE-YEAR STATE-LEVEL ROBUSTNESS FOR HIT-RATE ANALYSIS, 2013-16

This section presents a robustness checks on the initial specifications conducted at the state-level using a restricted sample of consent searches, i.e. excluding other searches. In this more restrictive subsample, the rate of successful searches for white non-Hispanic motorists was 30.8 percent from 2013 to 2016. Across each of the minority subgroups, the rate of successful searches was significantly lower ranging from 21 to 22 percent. The differences in hit-rates was statistically significant at the 99 percent level. The results of this robustness check confirm the initial set of estimates using both probable cause and consent searches.

Table II.E.3: Chi-Square Test of Hit-Rate, All Consent Searches 2013-16

Variable:	White	Non-White	Black	Hispanic	Black or Hispanic
Hit-Rate	30.8%	21.0%***	21.1%***	22.0%***	21.4%***
Chi^2	N/A	166.15	161.617	107.751	212.771
ESS	9,542	5,349	5,181	3,946	8,921

Note: Sample includes all consent searches from October 2013 to September 2016.

Table III.E.4 presents a robustness check on the subgroups of municipal departments and State Police using a more restrictive sample of consent searches. As seen below, the rate of successful searches made by municipal departments for white non-Hispanic was 30.1 percent from 2013 to 2016. Relative to white non-Hispanic motorists, the hit-rate for each of the four minority subgroups was lower and ranged from 19.9 to 21.7 percent. The difference in the rate of successful searches for each of these groups was statistically significant at the 99 percent level. For the State Police subgroup, the rate of successful searches for white non-Hispanic motorists was 31.9 percent. Relative to this group, the rate of successful searches for each minority subgroup was lower and ranged from 22.3 to 24.3 percent. As before, the difference in hit-rates was statistically significant at the 99 percent level.

Table III.E.4: Chi-Square Test of Hit-Rate, Municipal and State Police Consent Searches 2013-16

Variable:	White	Non-White	Black	Hispanic	Black or Hispanic
Municipal Departments					
Hit-Rate	30.1%	19.9%***	19.9%***	21.7%***	20.6%***
Chi^2	N/A	136.616	131.925	73.664	161.116
ESS	6,680	4,024	3,926	2,964	6,763
State Police Troops					
Hit-Rate	31.9%	24.2%***	24.3%***	22.3%***	23.4%***
Chi^2	N/A	24.218	22.81	31.718	42.194
ESS	2,767	1,258	1,196	961	2,078

Note: Sample includes all consent searches from October 2013 to September 2016.

III.E (3): THREE-YEAR DEPARTMENT-LEVEL HIT-RATE ANALYSIS, 2013-16

In this subsection, differences in hit-rates are estimated independently for each municipal department and State Police troop. Here, we identify all departments found to have a disparity that is statistically significant at the 95 percent level in either the Hispanic or Black alone minority group. The full set of results can be found in Table III.E.5.1 of the Appendix while results restricting the sample to just consent searches are in Appendix Table III.E.5.2. As in previous sections, we annotate departments that did not withstand the scrutiny of the more rigorous consent search specification. Table III.E.5 presents the results from estimating the hit-rate test for individual departments using the 2013-2016 sample. There were 15 municipal departments and five State Police troops found to have a disparity in the hit-rate of minority motorists relative to white non-Hispanic motorists which was statistically significant at the 95 percent level. As noted, the disparity in these departments did not persist through more restrictive specifications that limited the sample to consent searches. In total, the disparity persisted through four municipal departments and four State Police troops.

Table III.E.5: Chi-Square Test of Hit-Rate in Select Departments, All Consent and Probable Cause Searches 2013-16

	White	Non-White	Black	Hispanic	Black or Hispanic
Cheshire	51.6%	34.9%*	34.9%*	22.9%***	29.9%***
	N/A	3.777	3.777	9.511	9.893
	159	43	43	35	77
East Hartford+	White	Non-White	Black	Hispanic	Black or Hispanic
	50.9%	45.8%	45.9%	41%**	43.9%**
	N/A	1.906	1.798	5.475	3.998
	267	546	540	283	813
Glastonbury+	White	Non-White	Black	Hispanic	Black or Hispanic
	58.7%	51.6%	50.8%	43.9%**	48.2%*
	N/A	1.012	1.194	4.138	3.434
	254	62	59	57	112
Groton Town+	White	Non-White	Black	Hispanic	Black or Hispanic
	62.3%	56.3%	56.5%	42.4%**	51.1%*
	N/A	0.691	0.631	4.442	2.939
	159	64	62	33	90
Milford+	White	Non-White	Black	Hispanic	Black or Hispanic
	43.4%	34.4%**	34.9%**	33.3%*	33.8%**
	N/A	4.419	3.855	3.578	6.599
	403	192	189	108	293
Monroe+	White	Non-White	Black	Hispanic	Black or Hispanic
	50%	20%**	16.7%***	50%	31.4%*
	N/A	6.129	6.920		3.677
	108	20	18	18	35

	White	Non-White	Black	Hispanic	Black or Hispanic
Newington+	34.3%	21.6%**	22%**	31.4%	27.8%
	N/A	5.784	5.122	0.336	2.333
	207	116	109	156	263
	White	Non-White	Black	Hispanic	Black or Hispanic
North Haven	39.3%	19.4%**	19.4%**	26.1%	22.4%**
	N/A	4.692	4.692	1.409	4.799
	107	36	36	23	58
	White	Non-White	Black	Hispanic	Black or Hispanic
Norwich+	44.1%	38.8%	38.7%	32.7%**	36.8%**
	N/A	1.897	1.943	5.910	4.618
	424	273	266	147	400
	White	Non-White	Black	Hispanic	Black or Hispanic
Plainville+	42.1%	31%*	30.5%**	49.1%	40.9%
	N/A	3.648	3.880	1.893	0.071
	466	84	82	116	193
	White	Non-White	Black	Hispanic	Black or Hispanic
Vernon+	61.9%	47.9%***	48.9%***	50%**	49.6%***
	N/A	9.151	7.704	4.865	10.147
	512	146	141	98	238
	White	Non-White	Black	Hispanic	Black or Hispanic
Wallingford+	51.8%	49.1%	49.4%	39.8%***	43.8%***
	N/A	0.656	0.487	16.564	10.477
	1036	279	265	399	658
	White	Non-White	Black	Hispanic	Black or Hispanic
Waterbury	58.6%	37%***	37.4%***	30.7%***	34.5%***
	N/A	16.135	15.501	22.626	24.603
	152	200	198	137	330
	White	Non-White	Black	Hispanic	Black or Hispanic
West Hartford	70.5%	51.4%***	51.8%***	55%***	53.8%***
	N/A	35.298	32.158	30.667	49.128
	1161	259	245	371	608
	White	Non-White	Black	Hispanic	Black or Hispanic
Westport+	42.2%	32.9%**	32.1%**	40%	34.3%*
	N/A	4.024	4.603	0.110	3.452
	325	173	162	70	230
	White	Non-White	Black	Hispanic	Black or Hispanic
CSP Troop A	40.6%	31.3%***	30.3%***	34%*	31.7%***
	N/A	8.507	10.465	3.738	10.818
	623	367	357	300	640

CSP Troop C	White	Non-White	Black	Hispanic	Black or Hispanic
	44.8%	42.3%	43.6%	27.2%***	36.6%***
	N/A	0.490	0.105	19.885	7.758
	880	253	234	191	418
CSP Troop F	White	Non-White	Black	Hispanic	Black or Hispanic
	51.7%	29.1%***	28.9%***	35.3%**	31.8%***
	N/A	17.373	17.214	5.948	17.730
	302	117	114	68	176
CSP Troop G+	White	Non-White	Black	Hispanic	Black or Hispanic
	37.2%	28.7%***	28.1%***	25.6%***	27.3%***
	N/A	7.491	8.491	10.158	12.156
	422	498	477	270	721
CSP Troop I	White	Non-White	Black	Hispanic	Black or Hispanic
	42.8%	28.9%***	29.2%**	38.8%	32.4%**
	N/A	6.701	6.272	0.413	4.682
	173	149	144	103	238

Note 1: Sample includes all consent and probable cause searches from October 2013 to September 2016.
Note 2: The test was only estimated when the combined sample of white and minority motorists exceeded 30 searches.
+ Results are not robust across subsequent specifications.

III.F. FINDINGS FROM THE 2013-2016 ANALYSIS

This section represents a summary of the findings from the aggregate three-year analysis conducted in the previous sections of this report.

III.F (1): AGGREGATE FINDINGS FOR CONNECTICUT 2013-2016

A total of 14.1% of motorists stopped during the analysis period were observed to be Black. A comparable 12.5% of stops were of motorists of Hispanic descent. The results presented in the state-level Veil of Darkness analysis provide strong evidence that a disparity exists in the rate of minority traffic stops by both municipal and State Police departments in the combined 2013 to 2016 sample. Throughout, the disparity persists through the inclusion of both municipal departments as well as officer fixed-effects. Further, the level of significance grows across all specifications when the sample is restricted to moving violations.

One overarching observation is that the largest and most persistent disparities driving the VOD results statewide are likely coming from the State Police. Not only are these results strong across all specifications and robustness checks with a high degree of confidence, but the large overall sample size means that they exert more influence on the overall average effect for the mixed sample. Again, it is impossible to clearly link these observed disparities to racial profiling as these differences may be driven by any combination of policing policy, heterogeneous enforcement patterns, or individual officer behavior. The results from the post-stop analysis confirm that the disparity carries through to post-stop behavior across all racial and ethnic groups. In aggregate, Connecticut police departments exhibit a strong tendency to be less successful in motorist searches across all minority groups.

III.F (2): VEIL OF DARKNESS ANALYSIS FINDINGS, 2013-2016

Although there is evidence of a disparity at the state level, it is important to note that it is likely that specific departments are driving these statewide trends. In an effort to better identify the source of these racial and ethnic disparities, each analysis was repeated at the department level. The departments that were identified as having a statistically significant disparity are likely to be having the largest effect on the statewide results. Although it is possible that specific officers within departments that were not identified may be engaged in racial profiling, if these behaviors existed, they were not substantial enough to influence the department level results. It is also possible that a small number of individual officers within the identified departments are driving the department level results.

The six municipal departments and four state police troop identified to exhibit a statistically significant racial or ethnic disparity include:

Ansonia

The Ansonia municipal police department was observed to have made 29.8 percent minority stops of which 12.7 percent were Hispanic and 16.1 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 1.4 times larger than

the odds during darkness. These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations.

Groton Town

The Groton Town municipal police department was observed to have made 24 percent minority stops of which 8.7 percent were Hispanic and 12.6 percent were black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that black motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a black motorist was stopped during daylight was 1.6 times larger than the odds during darkness. These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. However, it is important to note that Groton Town was identified with a VOD disparity in the initial 12 month study that covered stops between October 1, 2013 and September 30, 2014. The department was not identified with statistically significant disparities in subsequent annual studies. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the initial 12 month study.

The aggregate three-year KPT hit-rate analysis also indicated a statistically significant disparity for Hispanic motorists. The hit-rate for white non-Hispanic motorists was 62.3 percent while that for Hispanic motorists was 42.4 percent and that difference was statistically significant at the 95 percent level.

Madison

The Madison municipal police department was observed to have made 8.2 percent minority stops of which 4.1 percent were Hispanic and 2.8 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 2.5 times larger than the odds during darkness. These results were statistically significant at the 95 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations.

Monroe

The Monroe municipal police department was observed to have made 13.9 percent minority stops of which 6.7 percent were Hispanic and 5.9 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 1.5 times larger than the odds during darkness. These results were statistically significant at the 95 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. However, it is important to note that Monroe was identified with a VOD disparity in the year three study presented in Part II of this report. The department was not identified with statistically significant disparities in the first two annual studies. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the most recent study period.

The aggregate three-year KPT hit-rate analysis also indicated a statistically significant disparity for black motorists. The hit-rate for white non-Hispanic motorists was 50 percent while that for black motorists was 16.7 percent and that difference was statistically significant at the 99 percent level.

New Milford

The New Milford municipal police department was observed to have made 14.8 percent minority stops of which 8.9 percent were Hispanic and 4.2 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 1.8 times larger than the odds during darkness. These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. However, it is important to note that New Milford was identified with a VOD disparity in second annual analysis that covered stops between October 1, 2014 and September 30, 2015. The department was not identified with statistically significant disparities in the first analysis or this most recent 12-month study. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the second year study.

Norwich

The Norwich municipal police department was observed to have made 38.3 percent minority stops of which 14.2 percent were Hispanic and 19.7 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 1.3 times larger than the odds during darkness. These results were statistically significant at the 95 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. However, it is important to note that Norwich was identified with a VOD disparity in the year three study presented in Part II of this report. The department was not identified with statistically significant disparities in the first two annual studies. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the most recent study period.

The aggregate three-year KPT hit-rate analysis also indicated a statistically significant disparity for Hispanic motorists. The hit-rate for white non-Hispanic motorists was 44.1 percent while that for Hispanic motorists was 32.7 percent and that difference was statistically significant at the 95 percent level.

State Police Troop C

The State Police Troop C was observed to have made 24 percent minority stops of which 7.5 percent were Hispanic and 9.5 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that black and Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a black motorist was stopped during daylight was 1.3 times larger than the odds during darkness. The odds that a Hispanic motorist was stopped during daylight was 1.28 times larger than the odds during darkness. These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. However, it is important to note that Troop C was identified with a VOD disparity in the initial 12 month study that covered stops between October 1, 2013 and September 30, 2014. The Troop was not identified with statistically significant disparities in subsequent annual studies. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the initial 12 month study.

The aggregate three-year KPT hit-rate analysis also indicated a statistically significant for Hispanic motorists. The hit-rate for white non-Hispanic motorists was 44.8 percent while that for Hispanic motorists was 27.2 percent and that difference was statistically significant at the 99 percent level.

State Police Troop G

The State Police Troop G was observed to have made 49.3 percent minority stops of which 20.7 percent were Hispanic and 24.1 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 1.2 times larger than the odds during darkness. These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. The hit-rate for white non-Hispanic motorists was 37.2 percent while that for black motorists was 28.1 percent and Hispanic motorists was 25.6 percent. Those differences were statistically significant at the 99 percent level. Similarly, the synthetic control revealed a disparity in the rate in which Hispanic motorists were stopped that was statistically significant at the 95 percent level.

State Police Troop H

The State Police Troop H was observed to have made 44.8 percent minority stops of which 16.3 percent were Hispanic and 24 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that black motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a black motorist was stopped during daylight was 1.2 times larger than the odds during darkness. These results were statistically significant at the 95 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. Similarly, the synthetic control revealed a disparity in the rate in which black motorists were stopped that was statistically significant at the 99 percent level. However, it is important to note that Troop H was identified with a VOD disparity in the first and second year studies. The Troop was not identified with statistically significant disparities in the most recent 12 month analysis. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the first and second year studies.

State Police Troop K

The State Police Troop K was observed to have made 21.4 percent minority stops of which 8.5 percent were Hispanic and 9.9 percent were Black motorists from October 2013 to September 2016. The aggregate three-year VOD analysis indicated a statistically significant disparity in the rate that Hispanic motorists were stopped during daylight relative to darkness. Within the inter-twilight window, the odds that a Hispanic motorist was stopped during daylight was 1.4 times larger than the odds during darkness. These results were statistically significant at the 99 percent level and robust to the inclusion of a variety of controls, officer fixed-effects, and a restricted sample of moving violations. Similarly, the synthetic control revealed a disparity in the rate in which Hispanic motorists were stopped that was statistically significant at the 99 percent level.

III.F (3): DESCRIPTIVE STATISTICS AND INTUITIVE MEASURE FINDINGS, 2013-2016

In addition to the six municipal police departments and four state police troop identified to exhibit statistically significant racial or ethnic disparities in the VOD analysis, seven departments were identified using the descriptive tests. The descriptive tests are designed as a screening tool to identify the

jurisdictions where consistent disparities that exceed certain thresholds have appeared in the data. They compare stop data to three different benchmarks: (1) statewide average, (2) the estimated driving population, and (3) resident-only stops. Although it is understood that certain assumptions have been made in the design of each of the three measures, it is reasonable to believe that departments with consistent data disparities that separate them from the majority of other departments should be subject to further review and analysis with respect to the factors that may be causing these differences.

The seven municipal departments identified to exhibit a significant racial or ethnic disparity using the descriptive measures include:

Wethersfield

The Wethersfield municipal police department was observed to have made 49 percent minority stops of which 28.9 percent were Hispanic and 18.6 percent were Black motorists from October 2013 to September 2016. The aggregate three-year descriptive analysis indicated that the department exceeded the disparity threshold levels in all three benchmark areas as well as in all nine possible measures. Wethersfield received a disparity score of 8.5 out of a possible nine points, indicating consistently significant racial and ethnic disparities in traffic stops. Similarly, the synthetic control revealed a disparity in the rate in which Hispanic motorists were stopped that was statistically significant at the 99 percent level. Wethersfield was identified with significant racial and ethnic disparities in all three annual reports. Therefore, it is unsurprising that the department would be identified with statistically significant disparities in a three-year aggregate analysis.

Stratford

The Stratford municipal police department was observed to have made 50.9 percent minority stops of which 18.5 percent were Hispanic and 30.9 percent were Black motorists from October 2013 to September 2016. The aggregate three-year descriptive analysis indicated that the department exceeded the disparity threshold levels in all three benchmark areas as well as in six of the nine possible measures. Stratford received a disparity score of 6.0 out of a possible nine points. Stratford was identified with significant racial and ethnic disparities in all three annual reports. Therefore, it is unsurprising that the department would be identified with statistically significant disparities in a three-year aggregate analysis.

East Hartford

The East Hartford municipal police department was observed to have made 65.9 percent minority stops of which 26.7 percent were Hispanic and 37.6 percent were Black motorists from October 2013 to September 2016. The aggregate three-year descriptive analysis indicated that the department exceeded the disparity threshold levels in all three benchmark areas as well as in six of the nine possible measures. East Hartford received a disparity score of 6.0 out of a possible nine points. The hit-rate for white non-Hispanic motorists was 50.9 percent while that for Hispanic motorists was 41 percent and that difference was statistically significant at the 95 percent level. East Hartford was identified with significant racial and ethnic disparities in all three annual reports. Therefore, it is unsurprising that the department would be identified with statistically significant disparities in a three-year aggregate analysis.

New Britain

The New Britain municipal police department was observed to have made 60.8 percent minority stops of which 41.8 percent were Hispanic and 17.7 percent were Black motorists from October 2013 to September 2016. The aggregate three-year descriptive analysis indicated that the department exceeded the disparity threshold levels in all three benchmark areas as well as in five of the nine possible measures.

New Britain received a disparity score of 5.0 out of a possible nine points. New Britain was identified with significant racial and ethnic disparities in the first and second year studies. The department was not identified with statistically significant disparities in the most recent 12 month analysis. Therefore, it is reasonable that the average effect of a three-year aggregate analysis would show a disparity which is largely driven by data from the first and second year studies.

Hamden

The Hamden municipal police department was observed to have made 43.9 percent minority stops of which 8.8 percent were Hispanic and 34.1 percent were Black motorists from October 2013 to September 2016. The aggregate three-year descriptive analysis indicated that the department exceeded the disparity threshold levels in all three benchmark areas as well as in five of the nine possible measures. Hamden received a disparity score of 5.0 out of a possible nine points. Hamden was identified with a disparity using the descriptive measures in the initial 12 month study that covered stops between October 1, 2013 and September 30, 2014. The department was not identified with statistically significant disparities in subsequent annual studies. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the initial 12 month study.

Manchester

The Manchester municipal police department was observed to have made 42 percent minority stops of which 15 percent were Hispanic and 23.8 percent were Black motorists from October 2013 to September 2016. The aggregate three-year descriptive analysis indicated that the department exceeded the disparity threshold levels in all three benchmark areas as well as in five of the nine possible measures. Manchester received a disparity score of 5.0 out of a possible nine points. Similarly, the synthetic control revealed a disparity in the rate in which Black motorists were stopped that was statistically significant at the 99 percent level. Manchester was identified with a disparity using the descriptive measures in the initial 12 month study that covered stops between October 1, 2013 and September 30, 2014. The department was not identified with statistically significant disparities in subsequent annual studies. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the initial 12 month study.

Trumbull

The Trumbull municipal police department was observed to have made 36.8 percent minority stops of which 15.3 percent were Hispanic and 19.2 percent were Black motorists from October 2013 to September 2016. The aggregate three-year descriptive analysis indicated that the department exceeded the disparity threshold levels in two of the three benchmark areas as well as in five of the nine possible measures. Trumbull received a disparity score of 4.5 out of a possible nine points. Trumbull was identified with a disparity using the descriptive measures in the Year 2 study and the most recent study presented in Part II of this report. Therefore, it is reasonable that the average effect of a three-year analysis would show a disparity which is largely driven by data from the year 2 and year 3 studies.

In addition to these seven departments, others were identified with racial and ethnic disparities when compared to one or more of the descriptive measures. It would be beneficial for departments with smaller disparities to evaluate their own data to better understand the reasons for any relevant patterns. A total of seven departments were identified with statistically significant disparities in the synthetic control analysis. Identification in this test is not, in and of itself, sufficient to be identified for further analysis in the absence of significant results in any of the other five tests.

III.F (4): FOLLOW-UP ANALYSIS

The entirety of the statewide traffic stop data analysis as presented in this report is utilized as a screening tool by which the Advisory Board and project staff can focus resources on those departments displaying the greatest level of disparities in their respective stop data. As noted previously, racial and ethnic disparities in any traffic stop analysis do not, by themselves, provide conclusive evidence of racial profiling. Statistical disparities do, however, provide significant evidence of the presence of idiosyncratic data trends that warrant further analysis.

By conducting in-depth follow-up analyses on the departments identified through the screening process, the public has a better understanding as to why and how disparities exist. This transparency is intended to assist in achieving the goal of increasing trust between the public and law enforcement.

Based on our analytical results for traffic stops conducted from October 1, 2013 through September 30, 2016 there were 13 municipal police departments and two state police troops identified with significant racial and ethnic disparities. A full in-depth follow-up analysis will be conducted only for those departments that have not been identified in any of the previous annual studies. Those departments are: **(1) Ansonia, (2) Madison, (3) Troop G, and (4) Troop K.**

For the 11 remaining municipal police departments, it is reasonable that the average effect of a three-year aggregate analysis would show a disparity which is largely driven by data from previous studies in which the departments were already identified. A full follow-up analysis was previously conducted for nine of the 11 departments (East Hartford, Groton Town, Hamden, Manchester, New Britain, New Milford, Stratford, Trumbull, and Wethersfield). Monroe and Norwich were identified in the year 3 annual analysis presented in Part II of this report. A full follow-up analysis will be conducted for both these departments as a result of the year 3 analysis.

Although further analysis is important, a major component of addressing racial profiling in Connecticut is bringing law enforcement officials and community members together in an effort to build trust by discussing relationships between police and the community. The project staff has conducted several public forums throughout the state to bring these groups together and will continue these dialogues into the foreseeable future. They serve as an important tool to inform the public of their rights and the role of law enforcement in serving their communities. Through its ongoing work with OPM in implementing the Alvin Penn Act, the IMRP is committed to working with all law enforcement agencies to make improvements that will lead to enhanced relationships between the police and community.

TECHNICAL APPENDIX

All tables in the technical appendix are identified by the section and table number where they can be found in the report. A complete listing is provided below.

Part II Appendix: Traffic Stop Analysis and Findings, 2015-16

Part III Appendix: Traffic Stop Analysis and Findings, 2013-16

PART II APPENDIX: TRAFFIC STOP ANALYSIS AND FINDINGS, 2015-16

Table II.A.1: Rate of Traffic Stops per 1,000 Residents (Sorted Alphabetically)
2015-2016

Town Name	2010 16 and Over Census Pop.	2015-2016 Traffic Stops	Stops per Resident	Stops per 1,000 Residents
State of CT	2,825,946	557,746	0.20	197
Ansonia	14,979	5,110	0.34	341
Avon	13,855	907	0.07	65
Berlin	16,083	5,257	0.33	327
Bethel	14,675	2,861	0.19	195
Bloomfield	16,982	3,263	0.19	192
Branford	23,532	4,435	0.19	188
Bridgeport	109,401	3,118	0.03	29
Bristol	48,439	5,080	0.10	105
Brookfield	12,847	2,299	0.18	179
Canton	7,992	1,292	0.16	162
Cheshire	21,049	5,251	0.25	249
Clinton	10,540	2,441	0.23	232
Coventry	9,779	1,940	0.20	198
Cromwell	11,357	1,553	0.14	137
Danbury	64,361	5,907	0.09	92
Darien	14,004	3,106	0.22	222
Derby	10,391	3,021	0.29	291
East Hampton	10,255	547	0.05	53
East Hartford	40,229	7,620	0.19	189
East Haven	24,114	3,512	0.15	146
East Windsor	9,164	907	0.10	99
Easton	5,553	712	0.13	128
Enfield	33,218	7,904	0.24	238
Fairfield	45,567	8,817	0.19	193
Farmington	20,318	5,507	0.27	271
Glastonbury	26,217	4,413	0.17	168
Granby	8,716	807	0.09	93
Greenwich	46,370	5,937	0.13	128
Groton*	31,520	5,837	0.18	185
Guilford	17,672	4,270	0.24	242
Hamden	50,012	3,767	0.08	75
Hartford	93,669	4,505	0.05	48
Ledyard*	11,527	1,300	0.11	113
Madison	14,073	4,106	0.29	292
Manchester	46,667	12,267	0.26	263
Meriden	47,445	2,055	0.04	43
Middlebury	5,843	59	0.01	10
Middletown	38,747	1,616	0.04	42
Milford	43,135	5,569	0.13	129
Monroe	14,918	4,625	0.31	310
Naugatuck	25,099	4,843	0.19	193
New Britain	57,164	6,734	0.12	118
New Canaan	14,138	6,445	0.46	456
New Haven	100,702	19,099	0.19	190
New London	21,835	4,120	0.19	189
New Milford	21,891	2,791	0.13	127

Table II.A.1: Rate of Traffic Stops per 1,000 Residents (Sorted Alphabetically)
2015-2016

Town Name	2010 16 and Over Census Pop.	2015-2016 Traffic Stops	Stops per Resident	Stops per 1,000 Residents
Newington	24,978	5,071	0.20	203
Newtown	20,171	5,229	0.26	259
North Branford	11,549	1,089	0.09	94
North Haven	19,608	3,203	0.16	163
Norwalk	68,034	4,191	0.06	62
Norwich	31,638	6,183	0.20	195
Old Saybrook	8,330	3,142	0.38	377
Orange	11,017	4,295	0.39	390
Plainfield	11,918	1,740	0.15	146
Plainville	14,605	3,470	0.24	238
Plymouth	9,660	1,943	0.20	201
Portland	7,480	199	0.03	27
Putnam	7,507	1,094	0.15	146
Redding	6,955	2,023	0.29	291
Ridgefield	18,111	7,979	0.44	441
Rocky Hill	16,224	3,566	0.22	220
Seymour	13,260	3,702	0.28	279
Shelton	32,010	740	0.02	23
Simsbury	17,773	3,868	0.22	218
South Windsor	20,162	3,475	0.17	172
Southington	34,301	4,790	0.14	140
Stamford	98,070	5,519	0.06	56
Stonington	15,078	2,819	0.19	187
Stratford	40,980	1,957	0.05	48
Suffield	10,782	1,336	0.12	124
Thomaston	6,224	542	0.09	87
Torrington	29,251	6,527	0.22	223
Trumbull	27,678	2,340	0.08	85
Vernon	23,800	4,104	0.17	172
Wallingford	36,530	8,980	0.25	246
Waterbury	83,964	3,208	0.04	38
Waterford	15,760	4,874	0.31	309
Watertown	18,154	1,698	0.09	94
West Hartford	49,650	9,079	0.18	183
West Haven	44,518	6,127	0.14	138
Weston	7,255	491	0.07	68
Westport	19,410	5,964	0.31	307
Wethersfield	21,607	3,122	0.14	144
Wilton	12,973	6,020	0.46	464
Winchester	9,133	724	0.08	79
Windham	20,176	2,460	0.12	122
Windsor	23,222	5,497	0.24	237
Windsor Locks	10,117	2,496	0.25	247
Wolcott	13,175	376	0.03	29
Woodbridge	7,119	1,585	0.22	223

Table II.A.4: Basis for Stop (Sorted by % Speeding)
2015-2016

Department Name	Total	Speed Related	Cell Phone	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Ledyard*	1,300	67.85%	1.54%	1.92%	7.10%	0.54%	0.06%	3.77%	9.54%	0.23%	1.15%	1.69%	0.38%	1.85%	0.00%	2.38%
Suffield	1,336	60.78%	2.69%	0.75%	11.75%	0.00%	0.00%	12.80%	0.82%	0.37%	5.01%	0.22%	0.45%	4.27%	0.00%	0.07%
Simsbury	3,868	56.88%	9.75%	1.37%	7.16%	1.09%	0.03%	4.96%	1.60%	1.58%	7.99%	0.18%	0.18%	6.93%	0.03%	0.28%
Easton	712	55.90%	1.83%	4.49%	3.09%	0.84%	0.42%	5.48%	4.49%	1.69%	14.89%	0.56%	4.49%	1.12%	0.56%	0.14%
Portland	199	55.28%	7.04%	3.02%	2.01%	2.51%	0.50%	7.04%	2.01%	0.00%	6.53%	1.01%	0.00%	12.56%	0.50%	0.00%
New Milford	2,791	54.93%	3.05%	4.87%	12.22%	1.29%	0.25%	5.45%	4.41%	1.11%	3.22%	0.36%	0.29%	7.42%	0.18%	0.97%
Enfield	7,904	53.48%	2.56%	5.23%	7.91%	2.51%	0.52%	5.92%	1.61%	7.01%	3.83%	0.85%	0.48%	6.78%	0.14%	1.19%
Guilford	4,270	53.02%	6.65%	1.71%	12.58%	0.84%	0.02%	3.16%	1.43%	2.27%	9.70%	0.09%	0.75%	7.70%	0.02%	0.05%
Redding	2,023	52.40%	1.78%	15.77%	6.62%	0.30%	0.00%	4.99%	4.20%	2.87%	9.44%	1.04%	0.20%	0.30%	0.05%	0.05%
Ridgefield	7,979	52.34%	15.06%	4.79%	6.14%	0.08%	0.01%	1.64%	3.03%	2.62%	6.60%	0.11%	0.76%	6.17%	0.13%	0.51%
Groton Long Point	132	51.52%	12.88%	3.03%	1.52%	0.00%	0.00%	0.00%	3.03%	3.03%	24.24%	0.76%	0.00%	0.00%	0.00%	0.00%
Wolcott	376	51.33%	12.50%	1.06%	6.38%	1.60%	0.53%	3.72%	2.60%	0.80%	4.00%	3.20%	0.00%	4.30%	0.53%	7.45%
CSP Headquarters	11,486	50.20%	8.31%	3.01%	0.75%	1.15%	0.10%	7.11%	2.31%	14.93%	0.38%	0.74%	8.20%	1.12%	0.53%	1.15%
Southington	4,790	49.37%	9.06%	4.38%	9.39%	1.19%	0.23%	4.53%	1.32%	5.24%	8.33%	0.48%	0.44%	5.59%	0.23%	0.21%
Windsor Locks	2,496	46.23%	7.49%	1.92%	8.61%	0.48%	0.20%	3.37%	3.89%	5.49%	13.38%	0.64%	0.32%	7.29%	0.04%	0.64%
Newtown	5,229	46.11%	9.45%	7.96%	8.09%	1.72%	0.17%	8.34%	1.66%	1.05%	9.01%	0.73%	1.03%	4.28%	0.33%	0.08%
Old Saybrook	3,142	45.32%	10.03%	4.23%	13.88%	0.22%	0.22%	5.76%	2.16%	0.51%	10.95%	1.46%	1.15%	3.98%	0.00%	0.13%
Thomaston	542	45.20%	0.37%	2.21%	16.05%	3.14%	0.00%	10.89%	7.01%	0.37%	4.98%	2.77%	0.00%	6.64%	0.00%	0.37%
Madison	4,106	43.62%	5.19%	8.38%	7.14%	0.61%	0.68%	7.72%	2.19%	2.95%	10.52%	0.71%	7.77%	1.58%	0.22%	0.73%
Waterford	4,874	42.86%	4.97%	2.36%	16.21%	5.42%	0.41%	8.86%	3.82%	0.59%	0.96%	2.75%	0.39%	8.78%	0.39%	1.23%
Cheshire	5,251	42.22%	11.29%	4.42%	12.76%	2.57%	0.08%	7.39%	1.09%	3.35%	7.62%	1.50%	0.15%	4.09%	0.44%	1.03%
Granby	807	41.26%	17.35%	2.48%	9.79%	2.11%	0.00%	9.79%	0.87%	3.72%	4.71%	0.62%	0.37%	6.57%	0.00%	0.37%
Seymour	3,702	40.76%	5.46%	2.73%	10.37%	1.67%	0.24%	5.00%	1.73%	2.84%	20.45%	0.49%	1.11%	6.81%	0.16%	0.19%
Groton City	1,274	40.03%	6.67%	1.81%	14.99%	0.39%	0.24%	2.75%	3.06%	4.47%	19.78%	1.41%	0.08%	4.24%	0.00%	0.08%
Central CT State Unviversity	2,092	39.77%	4.92%	1.86%	13.29%	2.15%	0.10%	5.54%	6.12%	3.49%	3.49%	0.43%	7.60%	10.99%	0.05%	0.19%
Bethel	2,861	39.74%	13.04%	6.05%	7.10%	0.80%	0.31%	3.60%	1.89%	2.03%	18.94%	0.45%	0.24%	4.65%	0.17%	0.98%
Coventry	1,940	39.64%	9.69%	3.25%	8.25%	0.62%	0.57%	9.95%	3.45%	7.11%	6.19%	1.49%	6.80%	2.37%	0.36%	0.26%
Putnam	1,094	38.85%	6.31%	1.01%	20.57%	3.29%	0.37%	6.22%	2.56%	5.48%	2.29%	0.46%	0.18%	12.16%	0.18%	0.09%
Windsor	5,497	38.31%	3.27%	3.64%	18.61%	1.24%	0.15%	7.24%	1.55%	4.33%	5.06%	0.58%	0.31%	14.55%	0.15%	1.02%
Canton	1,292	37.38%	11.30%	2.71%	12.54%	0.23%	0.31%	9.83%	7.89%	0.70%	7.97%	0.46%	0.70%	7.74%	0.08%	0.15%
Troop B	8,094	35.73%	2.82%	16.68%	5.08%	1.73%	0.28%	5.65%	3.35%	3.14%	3.83%	1.62%	17.53%	1.46%	0.43%	0.68%
East Hampton	547	35.65%	8.96%	12.07%	9.87%	2.56%	0.18%	12.80%	3.29%	1.83%	2.74%	2.01%	0.18%	7.31%	0.18%	0.37%
Norwich	6,183	35.44%	9.14%	2.13%	18.02%	2.85%	0.24%	9.43%	3.41%	1.83%	4.77%	1.00%	0.71%	10.76%	0.02%	0.26%
Weston	491	35.03%	3.05%	5.30%	4.48%	0.41%	0.00%	5.50%	27.90%	0.00%	14.87%	0.41%	0.41%	2.44%	0.20%	0.00%
Troop E	19,183	34.90%	3.13%	11.74%	3.93%	0.80%	0.17%	10.92%	3.76%	2.77%	1.86%	1.45%	21.06%	2.32%	0.75%	0.45%
Troop H	17,932	33.83%	5.54%	6.93%	1.82%	1.26%	0.04%	16.48%	6.43%	2.01%	0.71%	1.54%	19.87%	1.52%	0.98%	1.02%
Rocky Hill	3,566	33.65%	10.82%	5.92%	15.06%	2.13%	0.11%	7.15%	1.74%	1.04%	13.74%	0.70%	0.45%	7.04%	0.22%	0.22%
Troop C	21,804	33.56%	3.32%	11.20%	3.76%	1.36%	0.17%	6.05%	3.19%	2.03%	2.74%	1.10%	29.45%	1.04%	0.51%	0.52%
East Windsor	907	32.08%	6.39%	8.71%	11.58%	0.99%	0.22%	9.15%	2.54%	5.62%	8.82%	3.86%	0.44%	8.27%	0.88%	0.44%
Troop I	13,415	31.59%	5.55%	9.59%	2.72%	0.95%	0.05%	14.54%	2.18%	1.91%	2.40%	1.36%	24.08%	1.79%	1.03%	0.27%
Brookfield	2,299	31.54%	19.83%	3.31%	13.92%	0.61%	0.13%	9.05%	1.57%	0.74%	10.92%	0.39%	0.13%	7.87%	0.00%	0.00%
Troop G	21,411	31.14%	7.70%	16.92%	2.09%	1.19%	0.02%	17.05%	3.15%	2.90%	0.42%	2.10%	11.72%	1.61%	1.67%	0.34%
Woodbridge	1,585	31.04%	19.62%	9.78%	8.90%	4.35%	0.32%	4.42%	4.42%	2.90%	3.03%	2.52%	4.23%	3.53%	0.50%	0.44%
Department of Motor Vehicle	1,867	30.80%	11.03%	8.84%	1.39%	1.93%	1.18%	15.96%	11.68%	1.71%	1.71%	0.64%	4.34%	4.07%	1.02%	3.70%
Southern CT State University	666	30.78%	5.86%	1.05%	9.61%	0.15%	0.00%	5.41%	3.30%	7.96%	0.15%	1.35%	0.60%	32.28%	1.20%	0.30%
Monroe	4,625	30.40%	9.56%	9.58%	12.71%	2.70%	0.26%	12.43%	2.66%	1.64%	11.59%	0.76%	0.71%	3.87%	0.15%	0.97%

Department Name	Total	Speed Related	Cell Phone	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Stonington	2,819	30.12%	9.61%	12.10%	10.61%	0.64%	0.25%	9.97%	7.45%	2.80%	5.25%	2.38%	2.77%	5.68%	0.11%	0.28%
Clinton	2,441	29.91%	4.92%	2.38%	17.37%	4.18%	0.41%	13.31%	3.65%	7.74%	6.23%	0.45%	1.11%	7.17%	0.37%	0.82%
New Canaan	6,445	29.87%	11.50%	10.61%	17.61%	4.25%	0.14%	5.49%	2.25%	1.97%	4.59%	0.78%	0.39%	8.38%	0.28%	1.89%
Derby	3,021	29.63%	16.68%	7.45%	5.10%	3.08%	0.10%	5.96%	4.80%	0.63%	11.42%	5.06%	1.36%	6.29%	0.26%	2.18%
Plainfield	1,740	29.37%	2.01%	0.86%	21.32%	1.72%	0.23%	21.03%	4.20%	1.09%	12.87%	1.09%	0.00%	3.91%	0.11%	0.17%
Troop K	17,769	29.35%	4.98%	11.61%	2.49%	2.53%	0.26%	6.45%	5.62%	1.99%	3.90%	1.16%	27.59%	0.99%	0.66%	0.41%
Troop A	19,136	28.79%	5.47%	15.92%	2.90%	2.14%	0.11%	14.11%	6.09%	4.42%	1.12%	2.07%	13.42%	1.49%	1.57%	0.39%
Troop L	11,017	28.48%	3.74%	21.10%	7.31%	3.89%	0.81%	6.84%	4.02%	2.63%	2.03%	3.39%	12.76%	0.78%	0.81%	1.40%
Watertown	1,698	28.45%	8.13%	17.26%	3.83%	7.07%	0.06%	4.71%	1.35%	8.95%	12.07%	0.88%	0.94%	5.48%	0.24%	0.59%
North Branford	1,089	28.37%	5.33%	23.14%	5.51%	2.11%	0.64%	11.48%	6.15%	1.01%	5.42%	4.04%	0.46%	5.33%	1.01%	0.00%
Fairfield	8,817	28.31%	10.79%	7.08%	6.92%	2.43%	0.15%	6.03%	4.47%	14.64%	4.51%	3.21%	1.07%	9.38%	0.57%	0.45%
Greenwich	5,937	27.99%	13.81%	10.44%	7.68%	3.30%	0.34%	8.34%	3.47%	0.44%	12.16%	0.49%	2.54%	6.69%	1.20%	1.11%
Wilton	6,020	27.46%	12.13%	8.90%	19.09%	1.78%	0.42%	12.46%	1.96%	0.45%	5.15%	0.53%	0.17%	7.76%	0.40%	1.36%
Westport	5,964	27.08%	24.46%	3.97%	9.10%	2.90%	0.10%	5.18%	2.06%	2.36%	9.94%	0.52%	2.23%	8.85%	0.07%	1.16%
Troop F	22,009	26.99%	3.10%	11.63%	2.37%	1.05%	0.28%	7.94%	3.04%	3.03%	1.64%	0.99%	35.94%	1.01%	0.51%	0.47%
Bristol	5,080	26.99%	11.61%	12.44%	7.68%	1.87%	0.14%	5.39%	2.66%	8.48%	7.56%	2.20%	0.87%	10.94%	0.79%	0.37%
Darien	3,106	26.43%	6.99%	5.92%	11.72%	9.27%	0.10%	5.57%	1.45%	9.82%	5.47%	0.68%	8.08%	7.15%	0.10%	1.26%
Orange	4,295	26.12%	16.97%	6.64%	12.29%	4.61%	0.16%	4.52%	1.68%	1.00%	2.33%	1.49%	4.14%	16.39%	0.54%	1.12%
East Hartford	7,620	26.10%	13.25%	12.06%	2.61%	3.11%	0.09%	3.14%	1.38%	10.29%	4.99%	9.95%	1.05%	4.70%	0.56%	6.72%
Naugatuck	4,843	26.06%	13.07%	3.04%	10.53%	2.79%	0.23%	7.66%	5.45%	6.11%	13.26%	0.31%	1.07%	9.62%	0.17%	0.64%
Bloomfield	3,263	25.87%	5.85%	1.78%	12.38%	4.01%	0.18%	7.08%	1.38%	1.29%	12.11%	0.74%	2.73%	23.32%	0.18%	1.10%
Ansonia	5,110	25.52%	11.59%	1.59%	14.36%	2.29%	0.35%	8.94%	4.60%	2.56%	17.85%	0.86%	0.04%	8.63%	0.27%	0.55%
Groton Town	4,431	25.50%	5.20%	10.70%	13.70%	1.70%	0.11%	18.21%	1.87%	3.65%	5.55%	2.03%	0.59%	9.66%	0.38%	1.15%
Farmington	5,507	25.31%	14.00%	15.24%	12.71%	0.98%	0.33%	13.15%	1.51%	0.78%	5.85%	1.31%	1.58%	6.86%	0.29%	0.11%
Glastonbury	4,413	24.22%	19.26%	8.32%	12.94%	1.20%	0.25%	7.07%	1.95%	3.94%	9.77%	3.85%	0.43%	6.21%	0.25%	0.34%
Troop D	14,877	24.17%	2.61%	14.10%	3.24%	1.34%	0.23%	6.57%	10.36%	3.87%	3.43%	1.89%	25.44%	1.24%	0.67%	0.85%
North Haven	3,203	23.07%	11.68%	15.77%	9.62%	1.90%	0.22%	4.68%	2.56%	6.21%	6.40%	3.75%	1.40%	11.55%	0.59%	0.59%
Wethersfield	3,122	22.39%	4.77%	10.22%	13.42%	7.85%	0.19%	12.65%	3.30%	0.96%	5.45%	5.96%	1.09%	7.66%	0.10%	4.00%
Shelton	740	22.03%	7.70%	8.65%	7.70%	3.38%	0.54%	12.84%	13.24%	0.14%	6.08%	2.30%	2.03%	12.70%	0.00%	0.68%
Meriden	2,055	21.46%	14.79%	5.50%	6.08%	1.27%	0.44%	6.86%	10.75%	4.53%	10.12%	5.50%	1.22%	9.68%	0.83%	0.97%
Plainville	3,470	21.10%	12.82%	11.50%	17.41%	5.45%	0.14%	8.50%	1.82%	4.70%	5.01%	1.76%	0.00%	7.81%	0.46%	1.53%
Torrington	6,527	20.93%	3.78%	1.07%	29.14%	3.97%	0.37%	3.88%	2.08%	0.43%	20.27%	0.49%	0.52%	12.78%	0.09%	0.20%
Hartford	4,505	19.87%	15.87%	1.51%	5.79%	4.55%	0.27%	6.66%	5.15%	3.51%	15.03%	4.11%	2.69%	12.65%	0.51%	1.84%
New Haven	19,099	19.24%	7.16%	5.33%	6.68%	4.67%	0.05%	1.91%	10.84%	4.27%	9.13%	2.08%	0.42%	24.58%	0.41%	3.24%
Middlebury	59	18.64%	28.81%	6.78%	3.39%	0.00%	0.00%	0.00%	6.78%	6.78%	54.24%	1.69%	0.00%	13.56%	0.00%	1.69%
Berlin	5,257	18.57%	25.30%	5.82%	10.84%	2.66%	0.04%	6.66%	1.50%	2.30%	5.35%	1.22%	3.21%	16.05%	0.38%	0.10%
University of Connecticut	3,219	18.48%	4.85%	2.64%	29.42%	2.45%	0.96%	12.36%	6.43%	0.93%	17.65%	0.53%	0.65%	2.21%	0.03%	0.40%
Willimantic	2,460	17.52%	14.47%	7.32%	16.18%	0.93%	0.41%	8.54%	9.31%	3.33%	8.74%	3.25%	1.46%	7.36%	0.41%	0.77%
Plymouth	1,943	16.98%	9.16%	5.40%	15.23%	13.59%	0.36%	7.31%	4.94%	5.51%	10.76%	1.13%	0.26%	3.81%	0.05%	5.51%
Branford	4,435	16.53%	11.93%	28.30%	4.74%	0.63%	0.18%	4.96%	4.44%	1.87%	7.80%	1.94%	0.52%	14.81%	0.32%	1.04%
South Windsor	3,475	16.49%	10.76%	9.70%	17.15%	8.37%	0.35%	5.70%	0.98%	9.90%	8.98%	1.73%	0.29%	9.24%	0.12%	0.26%
Vernon	4,104	16.40%	3.27%	3.73%	19.15%	4.09%	0.83%	19.47%	2.83%	1.88%	12.43%	0.97%	1.24%	12.26%	0.10%	1.36%
New London	4,120	15.75%	13.16%	2.04%	8.54%	1.14%	0.44%	5.85%	4.93%	3.76%	20.15%	1.84%	3.35%	17.91%	0.07%	1.07%
Avon	907	15.44%	0.77%	3.64%	27.23%	1.10%	0.00%	20.29%	14.00%	0.00%	8.05%	0.77%	0.55%	8.05%	0.11%	0.00%
Winsted	724	14.78%	3.73%	4.01%	17.40%	7.73%	0.69%	10.50%	4.28%	11.33%	5.11%	3.45%	4.14%	12.71%	0.00%	0.14%
Cromwell	1,553	14.55%	16.74%	10.75%	13.65%	1.93%	0.06%	11.20%	4.64%	3.09%	4.51%	1.67%	0.06%	16.74%	0.13%	0.26%

Table II.A.4: Basis for Stop (Sorted by % Speeding)
2015-2016

Department Name	Total	Speed Related	Cell Phone	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Stamford	5,519	14.11%	27.09%	2.03%	6.25%	1.56%	0.09%	5.82%	6.60%	6.36%	5.18%	0.20%	1.18%	20.49%	0.25%	2.79%
East Haven	3,512	13.35%	9.34%	8.26%	12.04%	6.06%	0.46%	6.69%	3.53%	1.03%	26.03%	3.25%	0.85%	4.21%	0.80%	4.10%
West Hartford	9,079	13.23%	28.30%	11.50%	6.62%	2.95%	0.24%	11.44%	2.46%	2.73%	4.42%	2.83%	1.62%	9.40%	0.50%	1.77%
Manchester	12,267	13.12%	11.99%	9.11%	12.23%	3.71%	0.16%	5.11%	1.30%	14.92%	10.93%	2.40%	0.64%	11.58%	0.53%	2.27%
Wallingford	8,980	12.48%	15.41%	8.64%	13.41%	5.42%	0.67%	7.85%	4.11%	7.15%	12.31%	3.18%	0.23%	7.77%	0.03%	1.33%
Trumbull	2,340	12.22%	11.50%	19.02%	14.02%	8.63%	0.30%	4.96%	4.36%	1.92%	6.97%	2.05%	0.81%	11.24%	0.51%	1.50%
Middletown	1,616	12.19%	3.53%	7.86%	21.91%	8.35%	0.31%	10.09%	3.90%	2.17%	15.72%	3.28%	0.50%	8.54%	0.93%	0.74%
Newington	5,071	11.18%	2.64%	14.55%	27.65%	3.27%	0.91%	10.92%	2.72%	0.65%	9.82%	2.41%	0.04%	9.76%	0.45%	3.02%
Milford	2,778	11.05%	16.27%	2.81%	8.42%	4.36%	0.11%	6.08%	24.48%	4.43%	8.60%	2.34%	0.72%	9.86%	0.22%	0.25%
Danbury	5,907	10.90%	41.21%	10.68%	6.30%	1.08%	0.17%	4.18%	2.57%	0.25%	6.38%	0.69%	1.19%	12.38%	1.22%	0.80%
Stratford	1,957	10.88%	5.16%	13.64%	14.31%	5.01%	0.10%	11.14%	5.72%	3.27%	11.65%	6.18%	0.56%	10.02%	0.61%	1.74%
Waterbury	3,208	10.75%	18.39%	8.60%	4.58%	4.05%	1.28%	9.26%	3.18%	5.83%	7.14%	6.67%	6.02%	11.44%	0.56%	2.24%
Norwalk	4,191	10.47%	22.14%	11.67%	6.92%	2.03%	0.84%	7.61%	5.25%	3.84%	8.90%	1.91%	6.32%	9.23%	1.79%	1.07%
West Haven	6,127	9.30%	7.82%	16.66%	18.98%	4.88%	0.91%	6.06%	3.70%	1.99%	17.01%	0.69%	0.33%	9.12%	0.42%	2.12%
Bridgeport	3,118	9.08%	24.73%	4.30%	3.66%	2.95%	0.40%	7.89%	2.81%	8.11%	12.51%	1.60%	3.08%	15.07%	0.80%	3.01%
New Britain	6,734	7.26%	13.22%	7.92%	10.72%	4.01%	0.45%	7.60%	3.22%	4.17%	23.95%	3.18%	0.09%	9.96%	0.50%	3.74%
Eastern CT State University	128	7.03%	1.56%	0.00%	20.31%	0.78%	0.78%	4.69%	7.03%	0.78%	56.25%	0.78%	0.00%	0.00%	0.00%	0.00%
Hamden	3,767	6.69%	41.86%	9.85%	4.38%	1.65%	0.21%	4.14%	5.57%	0.48%	4.88%	3.37%	4.35%	12.21%	0.19%	0.16%
Yale University	380	1.84%	4.47%	6.84%	4.74%	1.58%	0.53%	6.84%	26.05%	0.26%	1.05%	4.21%	0.00%	40.53%	1.05%	0.00%
State Capitol Police	222	0.00%	2.25%	0.90%	28.38%	0.90%	0.00%	14.41%	2.70%	1.35%	5.41%	0.00%	0.45%	42.79%	0.45%	0.00%
Western CT State University	20	0.00%	5.00%	0.00%	0.00%	0.00%	0.00%	10.00%	55.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Table II.A.5: Basis for Stop (Sorted by % Registration)
2015-2016

Department Name	Total	Registration	Speed Related	Cell Phone	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Branford	4,435	28.30%	16.53%	11.93%	4.74%	0.63%	0.18%	4.96%	4.44%	1.87%	7.80%	1.94%	0.52%	14.81%	0.32%	1.04%
North Branford	1,089	23.14%	28.37%	5.33%	5.51%	2.11%	0.64%	11.48%	6.15%	1.01%	5.42%	4.04%	0.46%	5.33%	1.01%	0.00%
Troop L	11,017	21.10%	28.48%	3.74%	7.31%	3.89%	0.81%	6.84%	4.02%	2.63%	2.03%	3.39%	12.76%	0.78%	0.81%	1.40%
Trumbull	2,340	19.02%	12.22%	11.50%	14.02%	8.63%	0.30%	4.96%	4.36%	1.92%	6.97%	2.05%	0.81%	11.24%	0.51%	1.50%
Watertown	1,698	17.26%	28.45%	8.13%	3.83%	7.07%	0.06%	4.71%	1.35%	8.95%	12.07%	0.88%	0.94%	5.48%	0.24%	0.59%
Troop G	21,411	16.92%	31.14%	7.70%	2.09%	1.19%	0.02%	17.05%	3.15%	2.90%	0.42%	2.10%	11.72%	1.61%	1.67%	0.34%
Troop B	8,094	16.68%	35.73%	2.82%	5.08%	1.73%	0.28%	5.65%	3.35%	3.14%	3.83%	1.62%	17.53%	1.46%	0.43%	0.68%
West Haven	6,127	16.66%	9.30%	7.82%	18.98%	4.88%	0.91%	6.06%	3.70%	1.99%	17.01%	0.69%	0.33%	9.12%	0.42%	2.12%
Troop A	19,136	15.92%	28.79%	5.47%	2.90%	2.14%	0.11%	14.11%	6.09%	4.42%	1.12%	2.07%	13.42%	1.49%	1.57%	0.39%
Redding	2,023	15.77%	52.40%	1.78%	6.62%	0.30%	0.00%	4.99%	4.20%	2.87%	9.44%	1.04%	0.20%	0.30%	0.05%	0.05%
North Haven	3,203	15.77%	23.07%	11.68%	9.62%	1.90%	0.22%	4.68%	2.56%	6.21%	6.40%	3.75%	1.40%	11.55%	0.59%	0.59%
Farmington	5,507	15.24%	25.31%	14.00%	12.71%	0.98%	0.33%	13.15%	1.51%	0.78%	5.85%	1.31%	1.58%	6.86%	0.29%	0.11%
Newington	5,071	14.55%	11.18%	2.64%	27.65%	3.27%	0.91%	10.92%	2.72%	0.65%	9.82%	2.41%	0.04%	9.76%	0.45%	3.02%
Troop D	14,877	14.10%	24.17%	2.61%	3.24%	1.34%	0.23%	6.57%	10.36%	3.87%	3.43%	1.89%	25.44%	1.24%	0.67%	0.85%
Stratford	1,957	13.64%	10.88%	5.16%	14.31%	5.01%	0.10%	11.14%	5.72%	3.27%	11.65%	6.18%	0.56%	10.02%	0.61%	1.74%
Bristol	5,080	12.44%	26.99%	11.61%	7.68%	1.87%	0.14%	5.39%	2.66%	8.48%	7.56%	2.20%	0.87%	10.94%	0.79%	0.37%
Stonington	2,819	12.10%	30.12%	9.61%	10.61%	0.64%	0.25%	9.97%	7.45%	2.80%	5.25%	2.38%	2.77%	5.68%	0.11%	0.28%
East Hampton	547	12.07%	35.65%	8.96%	9.87%	2.56%	0.18%	12.80%	3.29%	1.83%	2.74%	2.01%	0.18%	7.31%	0.18%	0.37%
East Hartford	7,620	12.06%	26.10%	13.25%	2.61%	3.11%	0.09%	3.14%	1.38%	10.29%	4.99%	9.95%	1.05%	4.70%	0.56%	6.72%
Troop E	19,183	11.74%	34.90%	3.13%	3.93%	0.80%	0.17%	10.92%	3.76%	2.77%	1.86%	1.45%	21.06%	2.32%	0.75%	0.45%
Norwalk	4,191	11.67%	10.47%	22.14%	6.92%	2.03%	0.84%	7.61%	5.25%	3.84%	8.90%	1.91%	6.32%	9.23%	1.79%	1.07%
Troop F	22,009	11.63%	26.99%	3.10%	2.37%	1.05%	0.28%	7.94%	3.04%	3.03%	1.64%	0.99%	35.94%	1.01%	0.51%	0.47%
Troop K	17,769	11.61%	29.35%	4.98%	2.49%	2.53%	0.26%	6.45%	5.62%	1.99%	3.90%	1.16%	27.59%	0.99%	0.66%	0.41%
West Hartford	9,079	11.50%	13.23%	28.30%	6.62%	2.95%	0.24%	11.44%	2.46%	2.73%	4.42%	2.83%	1.62%	9.40%	0.50%	1.77%
Plainville	3,470	11.50%	21.10%	12.82%	17.41%	5.45%	0.14%	8.50%	1.82%	4.70%	5.01%	1.76%	0.00%	7.81%	0.46%	1.53%
Troop C	21,804	11.20%	33.56%	3.32%	3.76%	1.36%	0.17%	6.05%	3.19%	2.03%	2.74%	1.10%	29.45%	1.04%	0.51%	0.52%
Cromwell	1,553	10.75%	14.55%	16.74%	13.65%	1.93%	0.06%	11.20%	4.64%	3.09%	4.51%	1.67%	0.06%	16.74%	0.13%	0.26%
Groton Town	4,431	10.70%	25.50%	5.20%	13.70%	1.70%	0.11%	18.21%	1.87%	3.65%	5.55%	2.03%	0.59%	9.66%	0.38%	1.15%
Danbury	5,907	10.68%	10.90%	41.21%	6.30%	1.08%	0.17%	4.18%	2.57%	0.25%	6.38%	0.69%	1.19%	12.38%	1.22%	0.80%
New Canaan	6,445	10.61%	29.87%	11.50%	17.61%	4.25%	0.14%	5.49%	2.25%	1.97%	4.59%	0.78%	0.39%	8.38%	0.28%	1.89%
Greenwich	5,937	10.44%	27.99%	13.81%	7.68%	3.30%	0.34%	8.34%	3.47%	0.44%	12.16%	0.49%	2.54%	6.69%	1.20%	1.11%
Wethersfield	3,122	10.22%	22.39%	4.77%	13.42%	7.85%	0.19%	12.65%	3.30%	0.96%	5.45%	5.96%	1.09%	7.66%	0.10%	4.00%
Hamden	3,767	9.85%	6.69%	41.86%	4.38%	1.65%	0.21%	4.14%	5.57%	0.48%	4.88%	3.37%	4.35%	12.21%	0.19%	0.16%
Woodbridge	1,585	9.78%	31.04%	19.62%	8.90%	4.35%	0.32%	4.42%	4.42%	2.90%	3.03%	2.52%	4.23%	3.53%	0.50%	0.44%
South Windsor	3,475	9.70%	16.49%	10.76%	17.15%	8.37%	0.35%	5.70%	0.98%	9.90%	8.98%	1.73%	0.29%	9.24%	0.12%	0.26%
Troop I	13,415	9.59%	31.59%	5.55%	2.72%	0.95%	0.05%	14.54%	2.18%	1.91%	2.40%	1.36%	24.08%	1.79%	1.03%	0.27%
Monroe	4,625	9.58%	30.40%	9.56%	12.71%	2.70%	0.26%	12.43%	2.66%	1.64%	11.59%	0.76%	0.71%	3.87%	0.15%	0.97%
Manchester	12,267	9.11%	13.12%	11.99%	12.23%	3.71%	0.16%	5.11%	1.30%	14.92%	10.93%	2.40%	0.64%	11.58%	0.53%	2.27%
Wilton	6,020	8.90%	27.46%	12.13%	19.09%	1.78%	0.42%	12.46%	1.96%	0.45%	5.15%	0.53%	0.17%	7.76%	0.40%	1.36%
Department of Motor Vehicle	1,867	8.84%	30.80%	11.03%	1.39%	1.93%	1.18%	15.96%	11.68%	1.71%	1.71%	0.64%	4.34%	4.07%	1.02%	3.70%
East Windsor	907	8.71%	32.08%	6.39%	11.58%	0.99%	0.22%	9.15%	2.54%	5.62%	8.82%	3.86%	0.44%	8.27%	0.88%	0.44%
Shelton	740	8.65%	22.03%	7.70%	7.70%	3.38%	0.54%	12.84%	13.24%	0.14%	6.08%	2.30%	2.03%	12.70%	0.00%	0.68%
Wallingford	8,980	8.64%	12.48%	15.41%	13.41%	5.42%	0.67%	7.85%	4.11%	7.15%	12.31%	3.18%	0.23%	7.77%	0.03%	1.33%
Waterbury	3,208	8.60%	10.75%	18.39%	4.58%	4.05%	1.28%	9.26%	3.18%	5.83%	7.14%	6.67%	6.02%	11.44%	0.56%	2.24%
Madison	4,106	8.38%	43.62%	5.19%	7.14%	0.61%	0.68%	7.72%	2.19%	2.95%	10.52%	0.71%	7.77%	1.58%	0.22%	0.73%
Glastonbury	4,413	8.32%	24.22%	19.26%	12.94%	1.20%	0.25%	7.07%	1.95%	3.94%	9.77%	3.85%	0.43%	6.21%	0.25%	0.34%

Table II.A.5: Basis for Stop (Sorted by % Registration)
2015-2016

Department Name	Total	Registration	Speed Related	Cell Phone	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
East Haven	3,512	8.26%	13.35%	9.34%	12.04%	6.06%	0.46%	6.69%	3.53%	1.03%	26.03%	3.25%	0.85%	4.21%	0.80%	4.10%
Newtown	5,229	7.96%	46.11%	9.45%	8.09%	1.72%	0.17%	8.34%	1.66%	1.05%	9.01%	0.73%	1.03%	4.28%	0.33%	0.08%
New Britain	6,734	7.92%	7.26%	13.22%	10.72%	4.01%	0.45%	7.60%	3.22%	4.17%	23.95%	3.18%	0.09%	9.96%	0.50%	3.74%
Middletown	1,616	7.86%	12.19%	3.53%	21.91%	8.35%	0.31%	10.09%	3.90%	2.17%	15.72%	3.28%	0.50%	8.54%	0.93%	0.74%
Derby	3,021	7.45%	29.63%	16.68%	5.10%	3.08%	0.10%	5.96%	4.80%	0.63%	11.42%	5.06%	1.36%	6.29%	0.26%	2.18%
Willimantic	2,460	7.32%	17.52%	14.47%	16.18%	0.93%	0.41%	8.54%	9.31%	3.33%	8.74%	3.25%	1.46%	7.36%	0.41%	0.77%
Fairfield	8,817	7.08%	28.31%	10.79%	6.92%	2.43%	0.15%	6.03%	4.47%	14.64%	4.51%	3.21%	1.07%	9.38%	0.57%	0.45%
Troop H	17,932	6.93%	33.83%	5.54%	1.82%	1.26%	0.04%	16.48%	6.43%	2.01%	0.71%	1.54%	19.87%	1.52%	0.98%	1.02%
Yale University	380	6.84%	1.84%	4.47%	4.74%	1.58%	0.53%	6.84%	26.05%	0.26%	1.05%	4.21%	0.00%	40.53%	1.05%	0.00%
Middlebury	59	6.78%	18.64%	28.81%	3.39%	0.00%	0.00%	0.00%	6.78%	6.78%	54.24%	1.69%	0.00%	13.56%	0.00%	1.69%
Orange	4,295	6.64%	26.12%	16.97%	12.29%	4.61%	0.16%	4.52%	1.68%	1.00%	2.33%	1.49%	4.14%	16.39%	0.54%	1.12%
Bethel	2,861	6.05%	39.74%	13.04%	7.10%	0.80%	0.31%	3.60%	1.89%	2.03%	18.94%	0.45%	0.24%	4.65%	0.17%	0.98%
Darien	3,106	5.92%	26.43%	6.99%	11.72%	9.27%	0.10%	5.57%	1.45%	9.82%	5.47%	0.68%	8.08%	7.15%	0.10%	1.26%
Rocky Hill	3,566	5.92%	33.65%	10.82%	15.06%	2.13%	0.11%	7.15%	1.74%	1.04%	13.74%	0.70%	0.45%	7.04%	0.22%	0.22%
Berlin	5,257	5.82%	18.57%	25.30%	10.84%	2.66%	0.04%	6.66%	1.50%	2.30%	5.35%	1.22%	3.21%	16.05%	0.38%	0.10%
Meriden	2,055	5.50%	21.46%	14.79%	6.08%	1.27%	0.44%	6.86%	10.75%	4.53%	10.12%	5.50%	1.22%	9.68%	0.83%	0.97%
Plymouth	1,943	5.40%	16.98%	9.16%	15.23%	13.59%	0.36%	7.31%	4.94%	5.51%	10.76%	1.13%	0.26%	3.81%	0.05%	5.51%
New Haven	19,099	5.33%	19.24%	7.16%	6.68%	4.67%	0.05%	1.91%	10.84%	4.27%	9.13%	2.08%	0.42%	24.58%	0.41%	3.24%
Weston	491	5.30%	35.03%	3.05%	4.48%	0.41%	0.00%	5.50%	27.90%	0.00%	14.87%	0.41%	0.41%	2.44%	0.20%	0.00%
Enfield	7,904	5.23%	53.48%	2.56%	7.91%	2.51%	0.52%	5.92%	1.61%	7.01%	3.83%	0.85%	0.48%	6.78%	0.14%	1.19%
New Milford	2,791	4.87%	54.93%	3.05%	12.22%	1.29%	0.25%	5.45%	4.41%	1.11%	3.22%	0.36%	0.29%	7.42%	0.18%	0.97%
Ridgefield	7,979	4.79%	52.34%	15.06%	6.14%	0.08%	0.01%	1.64%	3.03%	2.62%	6.60%	0.11%	0.76%	6.17%	0.13%	0.51%
Easton	712	4.49%	55.90%	1.83%	3.09%	0.84%	0.42%	5.48%	4.49%	1.69%	14.89%	0.56%	4.49%	1.12%	0.56%	0.14%
Cheshire	5,251	4.42%	42.22%	11.29%	12.76%	2.57%	0.08%	7.39%	1.09%	3.35%	7.62%	1.50%	0.15%	4.09%	0.44%	1.03%
Southington	4,790	4.38%	49.37%	9.06%	9.39%	1.19%	0.23%	4.53%	1.32%	5.24%	8.33%	0.48%	0.44%	5.59%	0.23%	0.21%
Bridgeport	3,118	4.30%	9.08%	24.73%	3.66%	2.95%	0.40%	7.89%	2.81%	8.11%	12.51%	1.60%	3.08%	15.07%	0.80%	3.01%
Old Saybrook	3,142	4.23%	45.32%	10.03%	13.88%	0.22%	0.22%	5.76%	2.16%	0.51%	10.95%	1.46%	1.15%	3.98%	0.00%	0.13%
Winsted	724	4.01%	14.78%	3.73%	17.40%	7.73%	0.69%	10.50%	4.28%	11.33%	5.11%	3.45%	4.14%	12.71%	0.00%	0.14%
Westport	5,964	3.97%	27.08%	24.46%	9.10%	2.90%	0.10%	5.18%	2.06%	2.36%	9.94%	0.52%	2.23%	8.85%	0.07%	1.16%
Vernon	4,104	3.73%	16.40%	3.27%	19.15%	4.09%	0.83%	19.47%	2.83%	1.88%	12.43%	0.97%	1.24%	12.26%	0.10%	1.36%
Avon	907	3.64%	15.44%	0.77%	27.23%	1.10%	0.00%	20.29%	14.00%	0.00%	8.05%	0.77%	0.55%	8.05%	0.11%	0.00%
Windsor	5,497	3.64%	38.31%	3.27%	18.61%	1.24%	0.15%	7.24%	1.55%	4.33%	5.06%	0.58%	0.31%	14.55%	0.15%	1.02%
Brookfield	2,299	3.31%	31.54%	19.83%	13.92%	0.61%	0.13%	9.05%	1.57%	0.74%	10.92%	0.39%	0.13%	7.87%	0.00%	0.00%
Coventry	1,940	3.25%	39.64%	9.69%	8.25%	0.62%	0.57%	9.95%	3.45%	7.11%	6.19%	1.49%	6.80%	2.37%	0.36%	0.26%
Naugatuck	4,843	3.04%	26.06%	13.07%	10.53%	2.79%	0.23%	7.66%	5.45%	6.11%	13.26%	0.31%	1.07%	9.62%	0.17%	0.64%
Groton Long Point	132	3.03%	51.52%	12.88%	1.52%	0.00%	0.00%	0.00%	3.03%	3.03%	24.24%	0.76%	0.00%	0.00%	0.00%	0.00%
Portland	199	3.02%	55.28%	7.04%	2.01%	2.51%	0.50%	7.04%	2.01%	0.00%	6.53%	1.01%	0.00%	12.56%	0.50%	0.00%
CSP Headquarters	11,486	3.01%	50.20%	8.31%	0.75%	1.15%	0.10%	7.11%	2.31%	14.93%	0.38%	0.74%	8.20%	1.12%	0.53%	1.15%
Milford	2,778	2.81%	11.05%	16.27%	8.42%	4.36%	0.11%	6.08%	24.48%	4.43%	8.60%	2.34%	0.72%	9.86%	0.22%	0.25%
Seymour	3,702	2.73%	40.76%	5.46%	10.37%	1.67%	0.24%	5.00%	1.73%	2.84%	20.45%	0.49%	1.11%	6.81%	0.16%	0.19%
Canton	1,292	2.71%	37.38%	11.30%	12.54%	0.23%	0.31%	9.83%	7.89%	0.70%	7.97%	0.46%	0.70%	7.74%	0.08%	0.15%
University of Connecticut	3,219	2.64%	18.48%	4.85%	29.42%	2.45%	0.96%	12.36%	6.43%	0.93%	17.65%	0.53%	0.65%	2.21%	0.03%	0.40%
Granby	807	2.48%	41.26%	17.35%	9.79%	2.11%	0.00%	9.79%	0.87%	3.72%	4.71%	0.62%	0.37%	6.57%	0.00%	0.37%
Clinton	2,441	2.38%	29.91%	4.92%	17.37%	4.18%	0.41%	13.31%	3.65%	7.74%	6.23%	0.45%	1.11%	7.17%	0.37%	0.82%
Waterford	4,874	2.36%	42.86%	4.97%	16.21%	5.42%	0.41%	8.86%	3.82%	0.59%	0.96%	2.75%	0.39%	8.78%	0.39%	1.23%
Thomaston	542	2.21%	45.20%	0.37%	16.05%	3.14%	0.00%	10.89%	7.01%	0.37%	4.98%	2.77%	0.00%	6.64%	0.00%	0.37%

Table II.A.5: Basis for Stop (Sorted by % Registration)
2015-2016

Department Name	Total	Registration	Speed Related	Cell Phone	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Norwich	6,183	2.13%	35.44%	9.14%	18.02%	2.85%	0.24%	9.43%	3.41%	1.83%	4.77%	1.00%	0.71%	10.76%	0.02%	0.26%
New London	4,120	2.04%	15.75%	13.16%	8.54%	1.14%	0.44%	5.85%	4.93%	3.76%	20.15%	1.84%	3.35%	17.91%	0.07%	1.07%
Stamford	5,519	2.03%	14.11%	27.09%	6.25%	1.56%	0.09%	5.82%	6.60%	6.36%	5.18%	0.20%	1.18%	20.49%	0.25%	2.79%
Windsor Locks	2,496	1.92%	46.23%	7.49%	8.61%	0.48%	0.20%	3.37%	3.89%	5.49%	13.38%	0.64%	0.32%	7.29%	0.04%	0.64%
Ledyard*	1,300	1.92%	67.85%	1.54%	7.10%	0.54%	0.06%	3.77%	9.54%	0.23%	1.15%	1.69%	0.38%	1.85%	0.00%	2.38%
Central CT State Unviversity	2,092	1.86%	39.77%	4.92%	13.29%	2.15%	0.10%	5.54%	6.12%	3.49%	3.49%	0.43%	7.60%	10.99%	0.05%	0.19%
Groton City	1,274	1.81%	40.03%	6.67%	14.99%	0.39%	0.24%	2.75%	3.06%	4.47%	19.78%	1.41%	0.08%	4.24%	0.00%	0.08%
Bloomfield	3,263	1.78%	25.87%	5.85%	12.38%	4.01%	0.18%	7.08%	1.38%	1.29%	12.11%	0.74%	2.73%	23.32%	0.18%	1.10%
Guilford	4,270	1.71%	53.02%	6.65%	12.58%	0.84%	0.02%	3.16%	1.43%	2.27%	9.70%	0.09%	0.75%	7.70%	0.02%	0.05%
Ansonia	5,110	1.59%	25.52%	11.59%	14.36%	2.29%	0.35%	8.94%	4.60%	2.56%	17.85%	0.86%	0.04%	8.63%	0.27%	0.55%
Hartford	4,505	1.51%	19.87%	15.87%	5.79%	4.55%	0.27%	6.66%	5.15%	3.51%	15.03%	4.11%	2.69%	12.65%	0.51%	1.84%
Simsbury	3,868	1.37%	56.88%	9.75%	7.16%	1.09%	0.03%	4.96%	1.60%	1.58%	7.99%	0.18%	0.18%	6.93%	0.03%	0.28%
Torrington	6,527	1.07%	20.93%	3.78%	29.14%	3.97%	0.37%	3.88%	2.08%	0.43%	20.27%	0.49%	0.52%	12.78%	0.09%	0.20%
Wolcott	376	1.06%	51.33%	12.50%	6.38%	1.60%	0.53%	3.72%	2.60%	0.80%	4.00%	3.20%	0.00%	4.30%	0.53%	7.45%
Southern CT State University	666	1.05%	30.78%	5.86%	9.61%	0.15%	0.00%	5.41%	3.30%	7.96%	0.15%	1.35%	0.60%	32.28%	1.20%	0.30%
Putnam	1,094	1.01%	38.85%	6.31%	20.57%	3.29%	0.37%	6.22%	2.56%	5.48%	2.29%	0.46%	0.18%	12.16%	0.18%	0.09%
State Capitol Police	222	0.90%	0.00%	2.25%	28.38%	0.90%	0.00%	14.41%	2.70%	1.35%	5.41%	0.00%	0.45%	42.79%	0.45%	0.00%
Plainfield	1,740	0.86%	29.37%	2.01%	21.32%	1.72%	0.23%	21.03%	4.20%	1.09%	12.87%	1.09%	0.00%	3.91%	0.11%	0.17%
Suffield	1,336	0.75%	60.78%	2.69%	11.75%	0.00%	0.00%	12.80%	0.82%	0.37%	5.01%	0.22%	0.45%	4.27%	0.00%	0.07%
Eastern CT State University	128	0.00%	7.03%	1.56%	20.31%	0.78%	0.78%	4.69%	7.03%	0.78%	56.25%	0.78%	0.00%	0.00%	0.00%	0.00%
Western CT State University	20	0.00%	0.00%	5.00%	0.00%	0.00%	0.00%	10.00%	55.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Table II.A.6: Basis for Stop (Sorted by % Cell Phone)
2015-2016

Department Name	Total	Cell Phone	Speed Related	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Hamden	3,767	41.86%	6.69%	9.85%	4.38%	1.65%	0.21%	4.14%	5.57%	0.48%	4.88%	3.37%	4.35%	12.21%	0.19%	0.16%
Danbury	5,907	41.21%	10.90%	10.68%	6.30%	1.08%	0.17%	4.18%	2.57%	0.25%	6.38%	0.69%	1.19%	12.38%	1.22%	0.80%
Middlebury	59	28.81%	18.64%	6.78%	3.39%	0.00%	0.00%	0.00%	6.78%	6.78%	54.24%	1.69%	0.00%	13.56%	0.00%	1.69%
West Hartford	9,079	28.30%	13.23%	11.50%	6.62%	2.95%	0.24%	11.44%	2.46%	2.73%	4.42%	2.83%	1.62%	9.40%	0.50%	1.77%
Stamford	5,519	27.09%	14.11%	2.03%	6.25%	1.56%	0.09%	5.82%	6.60%	6.36%	5.18%	0.20%	1.18%	20.49%	0.25%	2.79%
Berlin	5,257	25.30%	18.57%	5.82%	10.84%	2.66%	0.04%	6.66%	1.50%	2.30%	5.35%	1.22%	3.21%	16.05%	0.38%	0.10%
Bridgeport	3,118	24.73%	9.08%	4.30%	3.66%	2.95%	0.40%	7.89%	2.81%	8.11%	12.51%	1.60%	3.08%	15.07%	0.80%	3.01%
Westport	5,964	24.46%	27.08%	3.97%	9.10%	2.90%	0.10%	5.18%	2.06%	2.36%	9.94%	0.52%	2.23%	8.85%	0.07%	1.16%
Norwalk	4,191	22.14%	10.47%	11.67%	6.92%	2.03%	0.84%	7.61%	5.25%	3.84%	8.90%	1.91%	6.32%	9.23%	1.79%	1.07%
Brookfield	2,299	19.83%	31.54%	3.31%	13.92%	0.61%	0.13%	9.05%	1.57%	0.74%	10.92%	0.39%	0.13%	7.87%	0.00%	0.00%
Woodbridge	1,585	19.62%	31.04%	9.78%	8.90%	4.35%	0.32%	4.42%	4.42%	2.90%	3.03%	2.52%	4.23%	3.53%	0.50%	0.44%
Glastonbury	4,413	19.26%	24.22%	8.32%	12.94%	1.20%	0.25%	7.07%	1.95%	3.94%	9.77%	3.85%	0.43%	6.21%	0.25%	0.34%
Waterbury	3,208	18.39%	10.75%	8.60%	4.58%	4.05%	1.28%	9.26%	3.18%	5.83%	7.14%	6.67%	6.02%	11.44%	0.56%	2.24%
Granby	807	17.35%	41.26%	2.48%	9.79%	2.11%	0.00%	9.79%	0.87%	3.72%	4.71%	0.62%	0.37%	6.57%	0.00%	0.37%
Orange	4,295	16.97%	26.12%	6.64%	12.29%	4.61%	0.16%	4.52%	1.68%	1.00%	2.33%	1.49%	4.14%	16.39%	0.54%	1.12%
Cromwell	1,553	16.74%	14.55%	10.75%	13.65%	1.93%	0.06%	11.20%	4.64%	3.09%	4.51%	1.67%	0.06%	16.74%	0.13%	0.26%
Derby	3,021	16.68%	29.63%	7.45%	5.10%	3.08%	0.10%	5.96%	4.80%	0.63%	11.42%	5.06%	1.36%	6.29%	0.26%	2.18%
Milford	2,778	16.27%	11.05%	2.81%	8.42%	4.36%	0.11%	6.08%	24.48%	4.43%	8.60%	2.34%	0.72%	9.86%	0.22%	0.25%
Hartford	4505	15.87%	19.87%	1.51%	5.79%	4.55%	0.27%	6.66%	5.15%	3.51%	15.03%	4.11%	2.69%	12.65%	0.51%	1.84%
Wallingford	8,980	15.41%	12.48%	8.64%	13.41%	5.42%	0.67%	7.85%	4.11%	7.15%	12.31%	3.18%	0.23%	7.77%	0.03%	1.33%
Ridgefield	7,979	15.06%	52.34%	4.79%	6.14%	0.08%	0.01%	1.64%	3.03%	2.62%	6.60%	0.11%	0.76%	6.17%	0.13%	0.51%
Meriden	2,055	14.79%	21.46%	5.50%	6.08%	1.27%	0.44%	6.86%	10.75%	4.53%	10.12%	5.50%	1.22%	9.68%	0.83%	0.97%
Willimantic	2,460	14.47%	17.52%	7.32%	16.18%	0.93%	0.41%	8.54%	9.31%	3.33%	8.74%	3.25%	1.46%	7.36%	0.41%	0.77%
Farmington	5,507	14.00%	25.31%	15.24%	12.71%	0.98%	0.33%	13.15%	1.51%	0.78%	5.85%	1.31%	1.58%	6.86%	0.29%	0.11%
Greenwich	5,937	13.81%	27.99%	10.44%	7.68%	3.30%	0.34%	8.34%	3.47%	0.44%	12.16%	0.49%	2.54%	6.69%	1.20%	1.11%
East Hartford	7,620	13.25%	26.10%	12.06%	2.61%	3.11%	0.09%	3.14%	1.38%	10.29%	4.99%	9.95%	1.05%	4.70%	0.56%	6.72%
New Britain	6,734	13.22%	7.26%	7.92%	10.72%	4.01%	0.45%	7.60%	3.22%	4.17%	23.95%	3.18%	0.09%	9.96%	0.50%	3.74%
New London	4,120	13.16%	15.75%	2.04%	8.54%	1.14%	0.44%	5.85%	4.93%	3.76%	20.15%	1.84%	3.35%	17.91%	0.07%	1.07%
Naugatuck	4,843	13.07%	26.06%	3.04%	10.53%	2.79%	0.23%	7.66%	5.45%	6.11%	13.26%	0.31%	1.07%	9.62%	0.17%	0.64%
Bethel	2,861	13.04%	39.74%	6.05%	7.10%	0.80%	0.31%	3.60%	1.89%	2.03%	18.94%	0.45%	0.24%	4.65%	0.17%	0.98%
Groton Long Point	132	12.88%	51.52%	3.03%	1.52%	0.00%	0.00%	0.00%	3.03%	3.03%	24.24%	0.76%	0.00%	0.00%	0.00%	0.00%
Plainville	3,470	12.82%	21.10%	11.50%	17.41%	5.45%	0.14%	8.50%	1.82%	4.70%	5.01%	1.76%	0.00%	7.81%	0.46%	1.53%
Wolcott	376	12.50%	51.33%	1.06%	6.38%	1.60%	0.53%	3.72%	2.60%	0.80%	4.00%	3.20%	0.00%	4.30%	0.53%	7.45%
Wilton	6,020	12.13%	27.46%	8.90%	19.09%	1.78%	0.42%	12.46%	1.96%	0.45%	5.15%	0.53%	0.17%	7.76%	0.40%	1.36%
Manchester	12,267	11.99%	13.12%	9.11%	12.23%	3.71%	0.16%	5.11%	1.30%	14.92%	10.93%	2.40%	0.64%	11.58%	0.53%	2.27%
Branford	4,435	11.93%	16.53%	28.30%	4.74%	0.63%	0.18%	4.96%	4.44%	1.87%	7.80%	1.94%	0.52%	14.81%	0.32%	1.04%
North Haven	3,203	11.68%	23.07%	15.77%	9.62%	1.90%	0.22%	4.68%	2.56%	6.21%	6.40%	3.75%	1.40%	11.55%	0.59%	0.59%
Bristol	5,080	11.61%	26.99%	12.44%	7.68%	1.87%	0.14%	5.39%	2.66%	8.48%	7.56%	2.20%	0.87%	10.94%	0.79%	0.37%
Ansonia	5,110	11.59%	25.52%	1.59%	14.36%	2.29%	0.35%	8.94%	4.60%	2.56%	17.85%	0.86%	0.04%	8.63%	0.27%	0.55%
New Canaan	6,445	11.50%	29.87%	10.61%	17.61%	4.25%	0.14%	5.49%	2.25%	1.97%	4.59%	0.78%	0.39%	8.38%	0.28%	1.89%
Trumbull	2,340	11.50%	12.22%	19.02%	14.02%	8.63%	0.30%	4.96%	4.36%	1.92%	6.97%	2.05%	0.81%	11.24%	0.51%	1.50%
Canton	1,292	11.30%	37.38%	2.71%	12.54%	0.23%	0.31%	9.83%	7.89%	0.70%	7.97%	0.46%	0.70%	7.74%	0.08%	0.15%
Cheshire	5,251	11.29%	42.22%	4.42%	12.76%	2.57%	0.08%	7.39%	1.09%	3.35%	7.62%	1.50%	0.15%	4.09%	0.44%	1.03%
Department of Motor Vehicle	1,867	11.03%	30.80%	8.84%	1.39%	1.93%	1.18%	15.96%	11.68%	1.71%	1.71%	0.64%	4.34%	4.07%	1.02%	3.70%
Rocky Hill	3,566	10.82%	33.65%	5.92%	15.06%	2.13%	0.11%	7.15%	1.74%	1.04%	13.74%	0.70%	0.45%	7.04%	0.22%	0.22%
Fairfield	8,817	10.79%	28.31%	7.08%	6.92%	2.43%	0.15%	6.03%	4.47%	14.64%	4.51%	3.21%	1.07%	9.38%	0.57%	0.45%

Table II.A.6: Basis for Stop (Sorted by % Cell Phone)
2015-2016

Department Name	Total	Cell Phone	Speed Related	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
South Windsor	3,475	10.76%	16.49%	9.70%	17.15%	8.37%	0.35%	5.70%	0.98%	9.90%	8.98%	1.73%	0.29%	9.24%	0.12%	0.26%
Old Saybrook	3,142	10.03%	45.32%	4.23%	13.88%	0.22%	0.22%	5.76%	2.16%	0.51%	10.95%	1.46%	1.15%	3.98%	0.00%	0.13%
Simsbury	3,868	9.75%	56.88%	1.37%	7.16%	1.09%	0.03%	4.96%	1.60%	1.58%	7.99%	0.18%	0.18%	6.93%	0.03%	0.28%
Coventry	1,940	9.69%	39.64%	3.25%	8.25%	0.62%	0.57%	9.95%	3.45%	7.11%	6.19%	1.49%	6.80%	2.37%	0.36%	0.26%
Stonington	2,819	9.61%	30.12%	12.10%	10.61%	0.64%	0.25%	9.97%	7.45%	2.80%	5.25%	2.38%	2.77%	5.68%	0.11%	0.28%
Monroe	4,625	9.56%	30.40%	9.58%	12.71%	2.70%	0.26%	12.43%	2.66%	1.64%	11.59%	0.76%	0.71%	3.87%	0.15%	0.97%
Newtown	5,229	9.45%	46.11%	7.96%	8.09%	1.72%	0.17%	8.34%	1.66%	1.05%	9.01%	0.73%	1.03%	4.28%	0.33%	0.08%
East Haven	3,512	9.34%	13.35%	8.26%	12.04%	6.06%	0.46%	6.69%	3.53%	1.03%	26.03%	3.25%	0.85%	4.21%	0.80%	4.10%
Plymouth	1,943	9.16%	16.98%	5.40%	15.23%	13.59%	0.36%	7.31%	4.94%	5.51%	10.76%	1.13%	0.26%	3.81%	0.05%	5.51%
Norwich	6,183	9.14%	35.44%	2.13%	18.02%	2.85%	0.24%	9.43%	3.41%	1.83%	4.77%	1.00%	0.71%	10.76%	0.02%	0.26%
Southington	4,790	9.06%	49.37%	4.38%	9.39%	1.19%	0.23%	4.53%	1.32%	5.24%	8.33%	0.48%	0.44%	5.59%	0.23%	0.21%
East Hampton	547	8.96%	35.65%	12.07%	9.87%	2.56%	0.18%	12.80%	3.29%	1.83%	2.74%	2.01%	0.18%	7.31%	0.18%	0.37%
CSP Headquarters	11,486	8.31%	50.20%	3.01%	0.75%	1.15%	0.10%	7.11%	2.31%	14.93%	0.38%	0.74%	8.20%	1.12%	0.53%	1.15%
Watertown	1,698	8.13%	28.45%	17.26%	3.83%	7.07%	0.06%	4.71%	1.35%	8.95%	12.07%	0.88%	0.94%	5.48%	0.24%	0.59%
West Haven	6,127	7.82%	9.30%	16.66%	18.98%	4.88%	0.91%	6.06%	3.70%	1.99%	17.01%	0.69%	0.33%	9.12%	0.42%	2.12%
Shelton	740	7.70%	22.03%	8.65%	7.70%	3.38%	0.54%	12.84%	13.24%	0.14%	6.08%	2.30%	2.03%	12.70%	0.00%	0.68%
Troop G	21,411	7.70%	31.14%	16.92%	2.09%	1.19%	0.02%	17.05%	3.15%	2.90%	0.42%	2.10%	11.72%	1.61%	1.67%	0.34%
Windsor Locks	2,496	7.49%	46.23%	1.92%	8.61%	0.48%	0.20%	3.37%	3.89%	5.49%	13.38%	0.64%	0.32%	7.29%	0.04%	0.64%
New Haven	19,099	7.16%	19.24%	5.33%	6.68%	4.67%	0.05%	1.91%	10.84%	4.27%	9.13%	2.08%	0.42%	24.58%	0.41%	3.24%
Portland	199	7.04%	55.28%	3.02%	2.01%	2.51%	0.50%	7.04%	2.01%	0.00%	6.53%	1.01%	0.00%	12.56%	0.50%	0.00%
Darien	3,106	6.99%	26.43%	5.92%	11.72%	9.27%	0.10%	5.57%	1.45%	9.82%	5.47%	0.68%	8.08%	7.15%	0.10%	1.26%
Groton City	1,274	6.67%	40.03%	1.81%	14.99%	0.39%	0.24%	2.75%	3.06%	4.47%	19.78%	1.41%	0.08%	4.24%	0.00%	0.08%
Guilford	4,270	6.65%	53.02%	1.71%	12.58%	0.84%	0.02%	3.16%	1.43%	2.27%	9.70%	0.09%	0.75%	7.70%	0.02%	0.05%
East Windsor	907	6.39%	32.08%	8.71%	11.58%	0.99%	0.22%	9.15%	2.54%	5.62%	8.82%	3.86%	0.44%	8.27%	0.88%	0.44%
Putnam	1,094	6.31%	38.85%	1.01%	20.57%	3.29%	0.37%	6.22%	2.56%	5.48%	2.29%	0.46%	0.18%	12.16%	0.18%	0.09%
Southern CT State University	666	5.86%	30.78%	1.05%	9.61%	0.15%	0.00%	5.41%	3.30%	7.96%	0.15%	1.35%	0.60%	32.28%	1.20%	0.30%
Bloomfield	3,263	5.85%	25.87%	1.78%	12.38%	4.01%	0.18%	7.08%	1.38%	1.29%	12.11%	0.74%	2.73%	23.32%	0.18%	1.10%
Troop I	13,415	5.55%	31.59%	9.59%	2.72%	0.95%	0.05%	14.54%	2.18%	1.91%	2.40%	1.36%	24.08%	1.79%	1.03%	0.27%
Troop H	17,932	5.54%	33.83%	6.93%	1.82%	1.26%	0.04%	16.48%	6.43%	2.01%	0.71%	1.54%	19.87%	1.52%	0.98%	1.02%
Troop A	19,136	5.47%	28.79%	15.92%	2.90%	2.14%	0.11%	14.11%	6.09%	4.42%	1.12%	2.07%	13.42%	1.49%	1.57%	0.39%
Seymour	3,702	5.46%	40.76%	2.73%	10.37%	1.67%	0.24%	5.00%	1.73%	2.84%	20.45%	0.49%	1.11%	6.81%	0.16%	0.19%
North Branford	1,089	5.33%	28.37%	23.14%	5.51%	2.11%	0.64%	11.48%	6.15%	1.01%	5.42%	4.04%	0.46%	5.33%	1.01%	0.00%
Groton Town	4,431	5.20%	25.50%	10.70%	13.70%	1.70%	0.11%	18.21%	1.87%	3.65%	5.55%	2.03%	0.59%	9.66%	0.38%	1.15%
Madison	4,106	5.19%	43.62%	8.38%	7.14%	0.61%	0.68%	7.72%	2.19%	2.95%	10.52%	0.71%	7.77%	1.58%	0.22%	0.73%
Stratford	1,957	5.16%	10.88%	13.64%	14.31%	5.01%	0.10%	11.14%	5.72%	3.27%	11.65%	6.18%	0.56%	10.02%	0.61%	1.74%
Western CT State University	20	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	55.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Troop K	17,769	4.98%	29.35%	11.61%	2.49%	2.53%	0.26%	6.45%	5.62%	1.99%	3.90%	1.16%	27.59%	0.99%	0.66%	0.41%
Waterford	4,874	4.97%	42.86%	2.36%	16.21%	5.42%	0.41%	8.86%	3.82%	0.59%	0.96%	2.75%	0.39%	8.78%	0.39%	1.23%
Central CT State Unviversity	2,092	4.92%	39.77%	1.86%	13.29%	2.15%	0.10%	5.54%	6.12%	3.49%	3.49%	0.43%	7.60%	10.99%	0.05%	0.19%
Clinton	2,441	4.92%	29.91%	2.38%	17.37%	4.18%	0.41%	13.31%	3.65%	7.74%	6.23%	0.45%	1.11%	7.17%	0.37%	0.82%
University of Connecticut	3,219	4.85%	18.48%	2.64%	29.42%	2.45%	0.96%	12.36%	6.43%	0.93%	17.65%	0.53%	0.65%	2.21%	0.03%	0.40%
Wethersfield	3,122	4.77%	22.39%	10.22%	13.42%	7.85%	0.19%	12.65%	3.30%	0.96%	5.45%	5.96%	1.09%	7.66%	0.10%	4.00%
Yale University	380	4.47%	1.84%	6.84%	4.74%	1.58%	0.53%	6.84%	26.05%	0.26%	1.05%	4.21%	0.00%	40.53%	1.05%	0.00%
Torrington	6,527	3.78%	20.93%	1.07%	29.14%	3.97%	0.37%	3.88%	2.08%	0.43%	20.27%	0.49%	0.52%	12.78%	0.09%	0.20%
Troop L	11,017	3.74%	28.48%	21.10%	7.31%	3.89%	0.81%	6.84%	4.02%	2.63%	2.03%	3.39%	12.76%	0.78%	0.81%	1.40%
Winsted	724	3.73%	14.78%	4.01%	17.40%	7.73%	0.69%	10.50%	4.28%	11.33%	5.11%	3.45%	4.14%	12.71%	0.00%	0.14%

Table II.A.6: Basis for Stop (Sorted by % Cell Phone)
2015-2016

Department Name	Total	Cell Phone	Speed Related	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Middletown	1,616	3.53%	12.19%	7.86%	21.91%	8.35%	0.31%	10.09%	3.90%	2.17%	15.72%	3.28%	0.50%	8.54%	0.93%	0.74%
Troop C	21,804	3.32%	33.56%	11.20%	3.76%	1.36%	0.17%	6.05%	3.19%	2.03%	2.74%	1.10%	29.45%	1.04%	0.51%	0.52%
Windsor	5,497	3.27%	38.31%	3.64%	18.61%	1.24%	0.15%	7.24%	1.55%	4.33%	5.06%	0.58%	0.31%	14.55%	0.15%	1.02%
Vernon	4,104	3.27%	16.40%	3.73%	19.15%	4.09%	0.83%	19.47%	2.83%	1.88%	12.43%	0.97%	1.24%	12.26%	0.10%	1.36%
Troop E	19,183	3.13%	34.90%	11.74%	3.93%	0.80%	0.17%	10.92%	3.76%	2.77%	1.86%	1.45%	21.06%	2.32%	0.75%	0.45%
Troop F	22,009	3.10%	26.99%	11.63%	2.37%	1.05%	0.28%	7.94%	3.04%	3.03%	1.64%	0.99%	35.94%	1.01%	0.51%	0.47%
Weston	491	3.05%	35.03%	5.30%	4.48%	0.41%	0.00%	5.50%	27.90%	0.00%	14.87%	0.41%	0.41%	2.44%	0.20%	0.00%
New Milford	2,791	3.05%	54.93%	4.87%	12.22%	1.29%	0.25%	5.45%	4.41%	1.11%	3.22%	0.36%	0.29%	7.42%	0.18%	0.97%
Troop B	8,094	2.82%	35.73%	16.68%	5.08%	1.73%	0.28%	5.65%	3.35%	3.14%	3.83%	1.62%	17.53%	1.46%	0.43%	0.68%
Suffield	1,336	2.69%	60.78%	0.75%	11.75%	0.00%	0.00%	12.80%	0.82%	0.37%	5.01%	0.22%	0.45%	4.27%	0.00%	0.07%
Newington	5,071	2.64%	11.18%	14.55%	27.65%	3.27%	0.91%	10.92%	2.72%	0.65%	9.82%	2.41%	0.04%	9.76%	0.45%	3.02%
Troop D	14,877	2.61%	24.17%	14.10%	3.24%	1.34%	0.23%	6.57%	10.36%	3.87%	3.43%	1.89%	25.44%	1.24%	0.67%	0.85%
Enfield	7,904	2.56%	53.48%	5.23%	7.91%	2.51%	0.52%	5.92%	1.61%	7.01%	3.83%	0.85%	0.48%	6.78%	0.14%	1.19%
State Capitol Police	222	2.25%	0.00%	0.90%	28.38%	0.90%	0.00%	14.41%	2.70%	1.35%	5.41%	0.00%	0.45%	42.79%	0.45%	0.00%
Plainfield	1,740	2.01%	29.37%	0.86%	21.32%	1.72%	0.23%	21.03%	4.20%	1.09%	12.87%	1.09%	0.00%	3.91%	0.11%	0.17%
Easton	712	1.83%	55.90%	4.49%	3.09%	0.84%	0.42%	5.48%	4.49%	1.69%	14.89%	0.56%	4.49%	1.12%	0.56%	0.14%
Redding	2,023	1.78%	52.40%	15.77%	6.62%	0.30%	0.00%	4.99%	4.20%	2.87%	9.44%	1.04%	0.20%	0.30%	0.05%	0.05%
Eastern CT State University	128	1.56%	7.03%	0.00%	20.31%	0.78%	0.78%	4.69%	7.03%	0.78%	56.25%	0.78%	0.00%	0.00%	0.00%	0.00%
Ledyard*	1300	1.54%	67.85%	1.92%	7.10%	0.54%	0.06%	3.77%	9.54%	0.23%	1.15%	1.69%	0.38%	1.85%	0.00%	2.38%
Avon	907	0.77%	15.44%	3.64%	27.23%	1.10%	0.00%	20.29%	14.00%	0.00%	8.05%	0.77%	0.55%	8.05%	0.11%	0.00%
Thomaston	542	0.37%	45.20%	2.21%	16.05%	3.14%	0.00%	10.89%	7.01%	0.37%	4.98%	2.77%	0.00%	6.64%	0.00%	0.37%

Table II.A.7: Outcome of Stop (Sorted by % Infraction Ticket)
2015-2016

Department Name	N	Infraction	UAR	Mis. Sum.	Written Warning	Verbal Warning	No Disposition
CSP Headquarters	11,486	87.84%	1.09%	2.73%	2.05%	5.18%	1.12%
Troop F	22,009	78.93%	0.11%	2.70%	4.93%	12.19%	1.14%
Troop C	21,804	74.22%	0.34%	2.72%	8.38%	12.95%	1.39%
Troop H	17,932	73.43%	1.75%	5.46%	4.62%	12.39%	2.35%
Troop G	21,411	71.47%	0.77%	5.85%	2.48%	17.67%	1.77%
Troop I	13,415	71.11%	0.33%	4.64%	5.61%	16.82%	1.48%
Troop E	19,183	68.24%	0.44%	5.33%	4.96%	19.15%	1.88%
Danbury	5,907	67.60%	1.20%	2.71%	0.17%	27.39%	0.93%
Troop A	19,136	66.02%	0.54%	4.77%	4.37%	22.61%	1.68%
Troop K	17,769	65.09%	0.43%	3.87%	8.59%	20.42%	1.60%
Department of Motor Vehicle	1,867	62.88%	0.00%	4.71%	7.93%	22.34%	2.14%
Troop D	14,877	62.51%	0.38%	5.21%	8.26%	22.59%	1.06%
Bridgeport	3,118	61.90%	1.15%	4.81%	1.14%	30.30%	0.70%
Norwalk	4,191	59.70%	1.29%	6.04%	1.41%	30.04%	1.53%
Meriden	2,055	58.64%	1.85%	10.07%	3.94%	23.80%	1.70%
New Haven	19,099	56.64%	0.77%	6.18%	7.40%	28.21%	0.80%
Hartford	4,505	56.03%	3.02%	10.37%	6.26%	22.97%	1.35%
Derby	3,021	54.95%	0.30%	9.33%	0.13%	34.26%	1.03%
Branford	4,435	54.30%	0.23%	5.25%	0.07%	36.01%	4.15%
Southern CT State University	666	54.20%	1.05%	7.96%	29.28%	6.91%	0.60%
Troop B	8,094	53.71%	0.62%	6.05%	25.22%	11.80%	2.61%
Stamford	5,519	52.91%	0.82%	4.53%	0.58%	38.50%	2.66%
Hamden	3,767	52.64%	0.35%	3.37%	2.42%	39.63%	1.59%
New London	4,120	50.95%	2.99%	4.90%	10.34%	29.83%	1.00%
Trumbull	2,340	49.40%	0.38%	7.61%	4.44%	36.11%	2.05%
Manchester	12,267	49.37%	0.55%	5.37%	4.23%	39.06%	1.42%
East Hartford	7,620	48.11%	1.63%	13.16%	10.87%	24.00%	2.23%
Greenwich	5,937	47.47%	0.39%	2.39%	17.53%	30.55%	1.67%
Groton Long Point	132	46.21%	0.00%	1.52%	41.67%	9.85%	0.76%
Troop L	11,017	46.21%	0.74%	6.37%	9.96%	33.07%	3.65%
Waterbury	3,208	42.21%	3.30%	17.36%	3.62%	31.27%	2.24%
Fairfield	8,817	40.09%	0.66%	5.50%	0.73%	50.74%	2.28%
Western CT State University	20	40.00%	0.00%	10.00%	20.00%	30.00%	0.00%
West Hartford	9,079	39.80%	3.37%	4.45%	3.03%	48.16%	1.20%
Wolcott	376	39.40%	0.80%	9.30%	27.40%	22.10%	1.00%
Darien	3,106	39.28%	0.90%	5.70%	16.58%	36.93%	0.61%
Bristol	5,080	37.95%	1.61%	5.83%	39.02%	9.33%	6.26%
Granby	807	37.55%	0.12%	7.56%	31.10%	23.42%	0.25%
Woodbridge	1,585	37.48%	0.19%	9.97%	11.80%	39.05%	1.51%
Ridgefield	7,979	36.56%	0.13%	1.84%	46.32%	14.17%	0.98%
Groton City	1,274	35.64%	0.78%	3.85%	11.54%	46.78%	1.41%
Watertown	1,698	34.98%	0.53%	5.06%	45.82%	12.78%	0.82%
Orange	4,295	34.20%	0.35%	6.10%	1.54%	56.88%	0.93%
North Branford	1,089	33.88%	0.28%	5.79%	32.69%	21.21%	6.15%
New Britain	6,734	33.58%	1.68%	6.99%	0.58%	55.98%	1.19%
Berlin	5,257	33.21%	0.40%	4.26%	33.82%	24.60%	3.71%
Glastonbury	4,413	32.68%	0.48%	6.68%	31.23%	27.58%	1.36%
North Haven	3,203	32.53%	0.53%	7.74%	2.03%	54.32%	2.84%
Farmington	5,507	31.47%	1.73%	8.59%	2.22%	53.77%	2.23%
Westport	5,964	30.70%	0.44%	2.82%	32.68%	32.49%	0.87%
Wallingford	8,980	29.47%	4.61%	6.16%	3.26%	54.89%	1.61%
Newtown	5,229	29.22%	0.25%	2.77%	16.52%	50.64%	0.59%
Coventry	1,940	29.02%	0.10%	11.03%	22.27%	34.79%	2.78%
Ledyard*	1,300	28.62%	0.23%	6.38%	47.85%	15.92%	1.00%
East Windsor	907	27.78%	1.21%	8.27%	20.18%	40.90%	1.65%
Cromwell	1,553	27.11%	0.64%	4.96%	14.75%	47.65%	4.89%
Naugatuck	4,843	26.78%	0.64%	1.47%	21.25%	49.29%	0.58%
South Windsor	3,475	26.10%	0.63%	4.63%	2.47%	64.55%	1.61%

Table II.A.7: Outcome of Stop (Sorted by % Infraction Ticket)
2015-2016

Department Name	N	Infraction	UAR	Mis. Sum.	Written Warning	Verbal Warning	No Disposition
Ansonia	5,110	25.95%	1.17%	3.13%	0.25%	68.57%	0.92%
Bethel	2,861	25.38%	0.35%	1.89%	49.91%	21.95%	0.52%
New Canaan	6,445	24.93%	0.16%	2.42%	2.96%	68.07%	1.46%
Yale University	380	24.74%	0.79%	7.89%	41.58%	24.21%	0.79%
Shelton	740	24.59%	0.41%	4.59%	1.76%	65.54%	3.11%
Newington	5,071	24.57%	0.45%	5.64%	64.07%	3.83%	1.44%
Monroe	4,625	24.54%	0.15%	3.89%	34.68%	35.16%	1.58%
Brookfield	2,299	24.40%	0.57%	1.39%	21.53%	51.15%	0.96%
Plainville	3,470	24.18%	0.84%	3.63%	0.84%	68.93%	1.59%
Norwich	6,183	23.84%	1.13%	6.16%	59.13%	9.23%	0.50%
Willimantic	2,460	23.25%	1.34%	7.68%	5.37%	59.67%	2.68%
New Milford	2,791	23.18%	0.36%	5.23%	40.74%	27.66%	2.83%
Madison	4,106	22.92%	0.68%	1.46%	50.83%	23.21%	0.90%
Winsted	724	22.10%	0.97%	6.22%	21.82%	45.86%	3.04%
Stonington	2,819	21.67%	1.03%	4.43%	1.14%	68.75%	2.98%
Rocky Hill	3,566	21.37%	0.98%	2.64%	10.32%	64.13%	0.56%
Windsor	5,497	20.57%	0.18%	3.73%	5.68%	69.04%	0.80%
Groton Town	4,431	20.45%	2.69%	4.99%	30.08%	41.43%	0.36%
Enfield	7,904	20.43%	0.39%	2.63%	66.55%	9.77%	0.23%
Windsor Locks	2,496	20.23%	0.56%	3.33%	44.67%	30.01%	1.20%
Southington	4,790	19.83%	0.04%	3.22%	64.97%	11.67%	0.27%
East Haven	3,512	19.28%	1.79%	8.03%	2.45%	66.43%	2.02%
Stratford	1,957	18.80%	2.55%	8.84%	0.51%	66.38%	2.91%
Canton	1,292	18.65%	0.62%	3.48%	7.35%	66.80%	3.10%
Middletown	1,616	18.25%	2.04%	9.78%	17.20%	50.62%	2.10%
Milford	2,778	17.93%	1.73%	5.18%	25.38%	48.02%	1.76%
Simsbury	3,868	17.53%	0.21%	2.09%	29.21%	50.59%	0.36%
Wilton	6,020	17.28%	0.33%	3.82%	36.26%	40.98%	1.33%
Bloomfield	3,263	16.86%	1.53%	5.09%	57.00%	18.42%	1.10%
Cheshire	5,251	16.15%	0.72%	3.39%	72.79%	6.82%	0.13%
University of Connecticut	3,219	16.09%	0.50%	2.64%	28.46%	51.85%	0.47%
Vernon	4,104	15.77%	1.66%	5.75%	61.82%	13.96%	1.05%
East Hampton	547	15.72%	0.00%	8.23%	73.67%	2.01%	0.37%
Seymour	3,702	14.34%	0.62%	2.49%	3.19%	79.25%	0.11%
West Haven	6,127	12.86%	0.83%	2.87%	4.00%	77.92%	1.52%
Guilford	4,270	12.79%	0.12%	1.83%	81.22%	3.82%	0.23%
Easton	712	12.64%	0.00%	3.09%	69.10%	12.22%	2.95%
Old Saybrook	3,142	12.54%	0.64%	3.85%	69.29%	13.24%	0.45%
Wethersfield	3,122	12.04%	1.67%	9.10%	1.54%	73.51%	2.15%
Plymouth	1,943	11.94%	0.67%	1.65%	4.07%	78.28%	3.40%
Thomaston	542	11.62%	0.37%	4.61%	14.94%	67.71%	0.74%
Waterford	4,874	11.55%	1.05%	4.19%	34.39%	47.27%	1.56%
State Capitol Police	222	10.36%	0.00%	3.60%	1.35%	84.23%	0.45%
Central CT State University	2,092	10.28%	0.19%	2.44%	3.11%	83.17%	0.81%
Clinton	2,441	10.00%	1.15%	4.18%	76.12%	8.56%	0.00%
Weston	491	9.37%	0.00%	1.83%	30.14%	56.82%	1.83%
Avon	907	8.82%	1.21%	1.76%	15.10%	67.92%	5.18%
Suffield	1,336	7.26%	0.00%	5.46%	41.99%	44.99%	0.30%
Putnam	1,094	6.58%	1.74%	3.56%	49.54%	38.30%	0.27%
Plainfield	1,740	6.09%	1.09%	5.46%	2.99%	84.25%	0.11%
Portland	199	6.03%	0.00%	3.02%	41.21%	49.75%	0.00%
Torrington	6,527	5.93%	0.18%	2.47%	28.71%	61.05%	1.65%
Redding	2,023	4.94%	0.05%	1.24%	34.85%	57.93%	0.99%
Middlebury	59	3.39%	0.00%	3.39%	5.08%	86.44%	1.69%
Eastern CT State University	128	2.34%	0.78%	1.56%	15.63%	79.69%	0.00%

Table II.A.8: Outcome of Stop (Sorted by % Warning)

Department Name	Total	Warning	UAR	Mis. Sum.	Infraction	No Disposition
Eastern CT State University	128	95.31%	0.78%	1.56%	2.34%	0.00%
Redding	2,023	92.78%	0.05%	1.24%	4.94%	0.99%
Middlebury	59	91.53%	0.00%	3.39%	3.39%	1.69%
Portland	199	90.95%	0.00%	3.02%	6.03%	0.00%
Torrington	6,527	89.77%	0.18%	2.47%	5.93%	1.65%
Putnam	1,094	87.84%	1.74%	3.56%	6.58%	0.27%
Plainfield	1,740	87.24%	1.09%	5.46%	6.09%	0.11%
Suffield	1,336	86.98%	0.00%	5.46%	7.26%	0.30%
Weston	491	86.97%	0.00%	1.83%	9.37%	1.83%
Central CT State University	2,092	86.28%	0.19%	2.44%	10.28%	0.81%
State Capitol Police	222	85.59%	0.00%	3.60%	10.36%	0.45%
Guilford	4,270	85.04%	0.12%	1.83%	12.79%	0.23%
Clinton	2,441	84.68%	1.15%	4.18%	10.00%	0.00%
Avon	907	83.02%	1.21%	1.76%	8.82%	5.18%
Thomaston	542	82.66%	0.37%	4.61%	11.62%	0.74%
Old Saybrook	3,142	82.53%	0.64%	3.85%	12.54%	0.45%
Seymour	3,702	82.44%	0.62%	2.49%	14.34%	0.11%
Plymouth	1,943	82.35%	0.67%	1.65%	11.94%	3.40%
West Haven	6,127	81.92%	0.83%	2.87%	12.86%	1.52%
Waterford	4,874	81.66%	1.05%	4.19%	11.55%	1.56%
Easton	712	81.32%	0.00%	3.09%	12.64%	2.95%
University of Connecticut	3,219	80.30%	0.50%	2.64%	16.09%	0.47%
Simsbury	3,868	79.81%	0.21%	2.09%	17.53%	0.36%
Cheshire	5,251	79.60%	0.72%	3.39%	16.15%	0.13%
Wilton	6,020	77.24%	0.33%	3.82%	17.28%	1.33%
Southington	4,790	76.64%	0.04%	3.22%	19.83%	0.27%
Enfield	7,904	76.32%	0.39%	2.63%	20.43%	0.23%
Vernon	4,104	75.78%	1.66%	5.75%	15.77%	1.05%
East Hampton	547	75.69%	0.00%	8.23%	15.72%	0.37%
Bloomfield	3,263	75.42%	1.53%	5.09%	16.86%	1.10%
Wethersfield	3,122	75.05%	1.67%	9.10%	12.04%	2.15%
Windsor	5,497	74.71%	0.18%	3.73%	20.57%	0.80%
Windsor Locks	2,496	74.68%	0.56%	3.33%	20.23%	1.20%
Rocky Hill	3,566	74.45%	0.98%	2.64%	21.37%	0.56%
Canton	1,292	74.15%	0.62%	3.48%	18.65%	3.10%
Madison	4,106	74.04%	0.68%	1.46%	22.92%	0.90%
Milford	2,778	73.40%	1.73%	5.18%	17.93%	1.76%
Brookfield	2,299	72.68%	0.57%	1.39%	24.40%	0.96%
Bethel	2,861	71.86%	0.35%	1.89%	25.38%	0.52%
Groton Town	4,431	71.51%	2.69%	4.99%	20.45%	0.36%
New Canaan	6,445	71.03%	0.16%	2.42%	24.93%	1.46%
Naugatuck	4,843	70.53%	0.64%	1.47%	26.78%	0.58%
Stonington	2,819	69.88%	1.03%	4.43%	21.67%	2.98%
Monroe	4,625	69.84%	0.15%	3.89%	24.54%	1.58%
Plainville	3,470	69.77%	0.84%	3.63%	24.18%	1.59%
East Haven	3,512	68.88%	1.79%	8.03%	19.28%	2.02%
Ansonia	5,110	68.83%	1.17%	3.13%	25.95%	0.92%
New Milford	2,791	68.40%	0.36%	5.23%	23.18%	2.83%
Norwich	6,183	68.36%	1.13%	6.16%	23.84%	0.50%
Newington	5,071	67.90%	0.45%	5.64%	24.57%	1.44%
Middletown	1,616	67.82%	2.04%	9.78%	18.25%	2.10%
Winsted	724	67.68%	0.97%	6.22%	22.10%	3.04%
Shelton	740	67.30%	0.41%	4.59%	24.59%	3.11%
Newtown	5,229	67.16%	0.25%	2.77%	29.22%	0.59%
South Windsor	3,475	67.02%	0.63%	4.63%	26.10%	1.61%
Stratford	1,957	66.89%	2.55%	8.84%	18.80%	2.91%
Yale University	380	65.79%	0.79%	7.89%	24.74%	0.79%
Westport	5,964	65.17%	0.44%	2.82%	30.70%	0.87%

Table II.A.8: Outcome of Stop (Sorted by % Warning)

Department Name	Total	Warning	UAR	Mis. Sum.	Infraction	No Disposition
Willimantic	2,460	65.04%	1.34%	7.68%	23.25%	2.68%
Ledyard*	1,300	63.77%	0.23%	6.38%	28.62%	1.00%
Cromwell	1,553	62.40%	0.64%	4.96%	27.11%	4.89%
East Windsor	907	61.08%	1.21%	8.27%	27.78%	1.65%
Ridgefield	7,979	60.50%	0.13%	1.84%	36.56%	0.98%
Glastonbury	4,413	58.80%	0.48%	6.68%	32.68%	1.36%
Watertown	1,698	58.60%	0.53%	5.06%	34.98%	0.82%
Berlin	5,257	58.42%	0.40%	4.26%	33.21%	3.71%
Orange	4,295	58.42%	0.35%	6.10%	34.20%	0.93%
Groton City	1,274	58.32%	0.78%	3.85%	35.64%	1.41%
Wallingford	8,980	58.15%	4.61%	6.16%	29.47%	1.61%
Coventry	1,940	57.06%	0.10%	11.03%	29.02%	2.78%
New Britain	6,734	56.56%	1.68%	6.99%	33.58%	1.19%
North Haven	3,203	56.35%	0.53%	7.74%	32.53%	2.84%
Farmington	5,507	55.98%	1.73%	8.59%	31.47%	2.23%
Granby	807	54.52%	0.12%	7.56%	37.55%	0.25%
North Branford	1,089	53.90%	0.28%	5.79%	33.88%	6.15%
Darien	3,106	53.51%	0.90%	5.70%	39.28%	0.61%
Groton Long Point	132	51.52%	0.00%	1.52%	46.21%	0.76%
Fairfield	8,817	51.47%	0.66%	5.50%	40.09%	2.28%
West Hartford	9,079	51.18%	3.37%	4.45%	39.80%	1.20%
Woodbridge	1,585	50.85%	0.19%	9.97%	37.48%	1.51%
Western CT State University	20	50.00%	0.00%	10.00%	40.00%	0.00%
Wolcott	376	49.50%	0.80%	9.30%	39.40%	1.00%
Bristol	5,080	48.35%	1.61%	5.83%	37.95%	6.26%
Greenwich	5,937	48.09%	0.39%	2.39%	47.47%	1.67%
Manchester	12,267	43.30%	0.55%	5.37%	49.37%	1.42%
Troop L	11,017	43.02%	0.74%	6.37%	46.21%	3.65%
Hamden	3,767	42.05%	0.35%	3.37%	52.64%	1.59%
Trumbull	2,340	40.56%	0.38%	7.61%	49.40%	2.05%
New London	4,120	40.17%	2.99%	4.90%	50.95%	1.00%
Stamford	5,519	39.08%	0.82%	4.53%	52.91%	2.66%
Troop B	8,094	37.02%	0.62%	6.05%	53.71%	2.61%
Southern CT State University	666	36.19%	1.05%	7.96%	54.20%	0.60%
Branford	4,435	36.08%	0.23%	5.25%	54.30%	4.15%
New Haven	19,099	35.61%	0.77%	6.18%	56.64%	0.80%
Waterbury	3,208	34.88%	3.30%	17.36%	42.21%	2.24%
East Hartford	7,620	34.87%	1.63%	13.16%	48.11%	2.23%
Derby	3,021	34.39%	0.30%	9.33%	54.95%	1.03%
Norwalk	4,191	31.45%	1.29%	6.04%	59.70%	1.53%
Bridgeport	3,118	31.44%	1.15%	4.81%	61.90%	0.70%
Troop D	14,877	30.85%	0.38%	5.21%	62.51%	1.06%
Department of Motor Vehicle	1,867	30.26%	0.00%	4.71%	62.88%	2.14%
Hartford	4,505	29.23%	3.02%	10.37%	56.03%	1.35%
Troop K	17,769	29.01%	0.43%	3.87%	65.09%	1.60%
Meriden	2,055	27.74%	1.85%	10.07%	58.64%	1.70%
Danbury	5,907	27.56%	1.20%	2.71%	67.60%	0.93%
Troop A	19,136	26.99%	0.54%	4.77%	66.02%	1.68%
Troop E	19,183	24.10%	0.44%	5.33%	68.24%	1.88%
Troop I	13,415	22.44%	0.33%	4.64%	71.11%	1.48%
Troop C	21,804	21.33%	0.34%	2.72%	74.22%	1.39%
Troop G	21,411	20.14%	0.77%	5.85%	71.47%	1.77%
Troop F	22,009	17.12%	0.11%	2.70%	78.93%	1.14%
Troop H	17,932	17.01%	1.75%	5.46%	73.43%	2.35%
CSP Headquarters	11,486	7.23%	1.09%	2.73%	87.84%	1.12%

Table II.A.9: Outcome of Stop (Sorted by % UAR)

Department Name	N	UAR	Mis. Sum.	Infraction	Written Warning	Verbal Warning	No Disposition
Wallingford	8,980	4.61%	6.16%	29.47%	3.26%	54.89%	1.61%
West Hartford	9,079	3.37%	4.45%	39.80%	3.03%	48.16%	1.20%
Waterbury	3,208	3.30%	17.36%	42.21%	3.62%	31.27%	2.24%
Hartford	4,505	3.02%	10.37%	56.03%	6.26%	22.97%	1.35%
New London	4,120	2.99%	4.90%	50.95%	10.34%	29.83%	1.00%
Groton Town	4,431	2.69%	4.99%	20.45%	30.08%	41.43%	0.36%
Stratford	1,957	2.55%	8.84%	18.80%	0.51%	66.38%	2.91%
Middletown	1,616	2.04%	9.78%	18.25%	17.20%	50.62%	2.10%
Meriden	2,055	1.85%	10.07%	58.64%	3.94%	23.80%	1.70%
East Haven	3,512	1.79%	8.03%	19.28%	2.45%	66.43%	2.02%
Troop H	17,932	1.75%	5.46%	73.43%	4.62%	12.39%	2.35%
Putnam	1,094	1.74%	3.56%	6.58%	49.54%	38.30%	0.27%
Milford	2,778	1.73%	5.18%	17.93%	25.38%	48.02%	1.76%
Farmington	5,507	1.73%	8.59%	31.47%	2.22%	53.77%	2.23%
New Britain	6,734	1.68%	6.99%	33.58%	0.58%	55.98%	1.19%
Wethersfield	3,122	1.67%	9.10%	12.04%	1.54%	73.51%	2.15%
Vernon	4,104	1.66%	5.75%	15.77%	61.82%	13.96%	1.05%
East Hartford	7,620	1.63%	13.16%	48.11%	10.87%	24.00%	2.23%
Bristol	5,080	1.61%	5.83%	37.95%	39.02%	9.33%	6.26%
Bloomfield	3,263	1.53%	5.09%	16.86%	57.00%	18.42%	1.10%
Willimantic	2,460	1.34%	7.68%	23.25%	5.37%	59.67%	2.68%
Norwalk	4,191	1.29%	6.04%	59.70%	1.41%	30.04%	1.53%
Avon	907	1.21%	1.76%	8.82%	15.10%	67.92%	5.18%
East Windsor	907	1.21%	8.27%	27.78%	20.18%	40.90%	1.65%
Danbury	5,907	1.20%	2.71%	67.60%	0.17%	27.39%	0.93%
Ansonia	5,110	1.17%	3.13%	25.95%	0.25%	68.57%	0.92%
Bridgeport	3,118	1.15%	4.81%	61.90%	1.14%	30.30%	0.70%
Clinton	2,441	1.15%	4.18%	10.00%	76.12%	8.56%	0.00%
Norwich	6,183	1.13%	6.16%	23.84%	59.13%	9.23%	0.50%
Plainfield	1,740	1.09%	5.46%	6.09%	2.99%	84.25%	0.11%
CSP Headquarters	11,486	1.09%	2.73%	87.84%	2.05%	5.18%	1.12%
Southern CT State University	666	1.05%	7.96%	54.20%	29.28%	6.91%	0.60%
Waterford	4,874	1.05%	4.19%	11.55%	34.39%	47.27%	1.56%
Stonington	2,819	1.03%	4.43%	21.67%	1.14%	68.75%	2.98%
Rocky Hill	3,566	0.98%	2.64%	21.37%	10.32%	64.13%	0.56%
Winsted	724	0.97%	6.22%	22.10%	21.82%	45.86%	3.04%
Darien	3,106	0.90%	5.70%	39.28%	16.58%	36.93%	0.61%
Plainville	3,470	0.84%	3.63%	24.18%	0.84%	68.93%	1.59%
West Haven	6,127	0.83%	2.87%	12.86%	4.00%	77.92%	1.52%
Stamford	5,519	0.82%	4.53%	52.91%	0.58%	38.50%	2.66%
Wolcott	376	0.80%	9.30%	39.40%	27.40%	22.10%	1.00%
Yale University	380	0.79%	7.89%	24.74%	41.58%	24.21%	0.79%
Groton City	1,274	0.78%	3.85%	35.64%	11.54%	46.78%	1.41%
Eastern CT State University	128	0.78%	1.56%	2.34%	15.63%	79.69%	0.00%
New Haven	19,099	0.77%	6.18%	56.64%	7.40%	28.21%	0.80%
Troop G	21,411	0.77%	5.85%	71.47%	2.48%	17.67%	1.77%
Troop L	11,017	0.74%	6.37%	46.21%	9.96%	33.07%	3.65%
Cheshire	5,251	0.72%	3.39%	16.15%	72.79%	6.82%	0.13%
Madison	4,106	0.68%	1.46%	22.92%	50.83%	23.21%	0.90%
Plymouth	1,943	0.67%	1.65%	11.94%	4.07%	78.28%	3.40%
Fairfield	8,817	0.66%	5.50%	40.09%	0.73%	50.74%	2.28%
Cromwell	1,553	0.64%	4.96%	27.11%	14.75%	47.65%	4.89%
Naugatuck	4,843	0.64%	1.47%	26.78%	21.25%	49.29%	0.58%
Old Saybrook	3,142	0.64%	3.85%	12.54%	69.29%	13.24%	0.45%
South Windsor	3,475	0.63%	4.63%	26.10%	2.47%	64.55%	1.61%
Seymour	3,702	0.62%	2.49%	14.34%	3.19%	79.25%	0.11%
Canton	1,292	0.62%	3.48%	18.65%	7.35%	66.80%	3.10%
Troop B	8,094	0.62%	6.05%	53.71%	25.22%	11.80%	2.61%

Table II.A.9: Outcome of Stop (Sorted by % UAR)

Department Name	N	UAR	Mis. Sum.	Infraction	Written Warning	Verbal Warning	No Disposition
Brookfield	2,299	0.57%	1.39%	24.40%	21.53%	51.15%	0.96%
Windsor Locks	2,496	0.56%	3.33%	20.23%	44.67%	30.01%	1.20%
Manchester	12,267	0.55%	5.37%	49.37%	4.23%	39.06%	1.42%
Troop A	19,136	0.54%	4.77%	66.02%	4.37%	22.61%	1.68%
North Haven	3,203	0.53%	7.74%	32.53%	2.03%	54.32%	2.84%
Watertown	1,698	0.53%	5.06%	34.98%	45.82%	12.78%	0.82%
University of Connecticut	3,219	0.50%	2.64%	16.09%	28.46%	51.85%	0.47%
Glastonbury	4,413	0.48%	6.68%	32.68%	31.23%	27.58%	1.36%
Newington	5,071	0.45%	5.64%	24.57%	64.07%	3.83%	1.44%
Troop E	19,183	0.44%	5.33%	68.24%	4.96%	19.15%	1.88%
Westport	5,964	0.44%	2.82%	30.70%	32.68%	32.49%	0.87%
Troop K	17,769	0.43%	3.87%	65.09%	8.59%	20.42%	1.60%
Shelton	740	0.41%	4.59%	24.59%	1.76%	65.54%	3.11%
Berlin	5,257	0.40%	4.26%	33.21%	33.82%	24.60%	3.71%
Enfield	7,904	0.39%	2.63%	20.43%	66.55%	9.77%	0.23%
Greenwich	5,937	0.39%	2.39%	47.47%	17.53%	30.55%	1.67%
Trumbull	2,340	0.38%	7.61%	49.40%	4.44%	36.11%	2.05%
Troop D	14,877	0.38%	5.21%	62.51%	8.26%	22.59%	1.06%
Thomaston	542	0.37%	4.61%	11.62%	14.94%	67.71%	0.74%
New Milford	2,791	0.36%	5.23%	23.18%	40.74%	27.66%	2.83%
Bethel	2,861	0.35%	1.89%	25.38%	49.91%	21.95%	0.52%
Orange	4,295	0.35%	6.10%	34.20%	1.54%	56.88%	0.93%
Hamden	3,767	0.35%	3.37%	52.64%	2.42%	39.63%	1.59%
Troop C	21,804	0.34%	2.72%	74.22%	8.38%	12.95%	1.39%
Wilton	6,020	0.33%	3.82%	17.28%	36.26%	40.98%	1.33%
Troop I	13,415	0.33%	4.64%	71.11%	5.61%	16.82%	1.48%
Derby	3,021	0.30%	9.33%	54.95%	0.13%	34.26%	1.03%
North Branford	1,089	0.28%	5.79%	33.88%	32.69%	21.21%	6.15%
Newtown	5,229	0.25%	2.77%	29.22%	16.52%	50.64%	0.59%
Ledyard*	1,300	0.23%	6.38%	28.62%	47.85%	15.92%	1.00%
Branford	4,435	0.23%	5.25%	54.30%	0.07%	36.01%	4.15%
Simsbury	3,868	0.21%	2.09%	17.53%	29.21%	50.59%	0.36%
Central CT State University	2,092	0.19%	2.44%	10.28%	3.11%	83.17%	0.81%
Woodbridge	1,585	0.19%	9.97%	37.48%	11.80%	39.05%	1.51%
Torrington	6,527	0.18%	2.47%	5.93%	28.71%	61.05%	1.65%
Windsor	5,497	0.18%	3.73%	20.57%	5.68%	69.04%	0.80%
New Canaan	6,445	0.16%	2.42%	24.93%	2.96%	68.07%	1.46%
Monroe	4,625	0.15%	3.89%	24.54%	34.68%	35.16%	1.58%
Ridgefield	7,979	0.13%	1.84%	36.56%	46.32%	14.17%	0.98%
Granby	807	0.12%	7.56%	37.55%	31.10%	23.42%	0.25%
Guilford	4,270	0.12%	1.83%	12.79%	81.22%	3.82%	0.23%
Troop F	22,009	0.11%	2.70%	78.93%	4.93%	12.19%	1.14%
Coventry	1,940	0.10%	11.03%	29.02%	22.27%	34.79%	2.78%
Redding	2,023	0.05%	1.24%	4.94%	34.85%	57.93%	0.99%
Southington	4,790	0.04%	3.22%	19.83%	64.97%	11.67%	0.27%
Department of Motor Vehicle	1,867	0.00%	4.71%	62.88%	7.93%	22.34%	2.14%
East Hampton	547	0.00%	8.23%	15.72%	73.67%	2.01%	0.37%
Easton	712	0.00%	3.09%	12.64%	69.10%	12.22%	2.95%
Groton Long Point	132	0.00%	1.52%	46.21%	41.67%	9.85%	0.76%
Middlebury	59	0.00%	3.39%	3.39%	5.08%	86.44%	1.69%
Portland	199	0.00%	3.02%	6.03%	41.21%	49.75%	0.00%
State Capitol Police	222	0.00%	3.60%	10.36%	1.35%	84.23%	0.45%
Suffield	1,336	0.00%	5.46%	7.26%	41.99%	44.99%	0.30%
Western CT State University	20	0.00%	10.00%	40.00%	20.00%	30.00%	0.00%
Weston	491	0.00%	1.83%	9.37%	30.14%	56.82%	1.83%

Table II.A.10: Number of Searches(Sorted by % Search)
2015-2016

Department Name	Stops	Searches N	Searches %
Waterbury	3,208	531	16.55%
Stratford	1,957	267	13.64%
Middletown	1,616	168	10.40%
Bridgeport	3,118	306	9.81%
Vernon	4,104	384	9.36%
Yale University	380	35	9.21%
Danbury	5,907	500	8.46%
Wallingford	8,980	710	7.91%
Derby	3,021	238	7.88%
Trumbull	2,340	175	7.48%
Wolcott	376	28	7.45%
Norwich	6,183	449	7.26%
East Hartford	7,620	505	6.63%
West Hartford	9,079	579	6.38%
New Britain	6,734	421	6.25%
Wethersfield	3,122	195	6.25%
Milford	2,778	169	6.08%
Clinton	2,441	137	5.61%
New Haven	19,099	1,040	5.45%
Norwalk	4,191	216	5.15%
New London	4,120	202	4.90%
Glastonbury	4,413	205	4.65%
University of Connecticut	3,219	144	4.47%
Newington	5,071	222	4.38%
East Haven	3,512	152	4.33%
Willimantic	2,460	106	4.31%
West Haven	6,127	261	4.26%
Plainville	3,470	146	4.21%
Stamford	5,519	231	4.19%
Meriden	2,055	84	4.09%
Suffield	1,336	54	4.04%
Naugatuck	4,843	193	3.99%
South Windsor	3,475	135	3.88%
Plymouth	1,943	73	3.76%
Thomaston	542	19	3.51%
Wilton	6,020	209	3.47%
Winsted	724	25	3.45%
Enfield	7,904	269	3.40%
Ansonia	5,110	173	3.39%
Shelton	740	24	3.24%
Groton City	1,274	41	3.22%
Plainfield	1,740	54	3.10%
Watertown	1,698	52	3.06%
Darien	3,106	95	3.06%
Waterford	4,874	146	3.00%
North Haven	3,203	95	2.97%
Rocky Hill	3,566	104	2.92%
Farmington	5,507	156	2.83%
Manchester	12,267	337	2.75%
Ledyard	1,300	35	2.69%
Old Saybrook	3,142	84	2.67%
Bloomfield	3,263	86	2.64%
Portland	199	5	2.51%
Westport	5,964	149	2.50%
Bristol	5,080	121	2.38%
Woodbridge	1,585	37	2.33%
Troop L	11,017	254	2.31%
Groton Town	4,431	99	2.23%

Table II.A.10: Number of Searches(Sorted by % Search)
2015-2016

Department Name	Stops	Searches N	Searches %
East Hampton	547	12	2.19%
Troop G	21,411	469	2.19%
Windsor Locks	2,496	53	2.12%
Troop H	17,932	380	2.12%
Berlin	5,257	110	2.09%
Troop C	21,804	455	2.09%
New Milford	2,791	57	2.04%
Windsor	5,497	111	2.02%
Fairfield	8,817	171	1.94%
Monroe	4,625	89	1.92%
Seymour	3,702	71	1.92%
Troop A	19,136	367	1.92%
Newtown	5,229	100	1.91%
Southern CT State University	666	12	1.80%
Greenwich	5,937	106	1.79%
Troop E	19,183	336	1.75%
Middlebury	59	1	1.69%
Troop B	8,094	136	1.68%
Troop D	14,877	249	1.67%
Cromwell	1,553	25	1.61%
Brookfield	2,299	37	1.61%
Orange	4,295	66	1.54%
Coventry	1,940	29	1.49%
Hartford	4,505	67	1.49%
North Branford	1,089	16	1.47%
Troop K	17,769	244	1.37%
Granby	807	11	1.36%
State Capitol Police	222	3	1.35%
East Windsor	907	12	1.32%
New Canaan	6,445	80	1.24%
Cheshire	5,251	65	1.24%
Avon	907	11	1.21%
Madison	4,106	43	1.05%
Torrington	6,527	68	1.04%
Troop I	13,415	138	1.03%
Branford	4,435	42	0.95%
Canton	1,292	12	0.93%
Weston	491	4	0.81%
Troop F	22,009	177	0.80%
Bethel	2,861	23	0.80%
Eastern CT State University	128	1	0.78%
Ridgefield	7,979	54	0.68%
Southington	4,790	31	0.65%
Putnam	1,094	7	0.64%
Hamden	3,767	24	0.64%
Guilford	4,270	26	0.61%
Simsbury	3,868	23	0.59%
CSP Headquarters	11,486	57	0.50%
Redding	2,023	10	0.49%
Stonington	2,819	10	0.35%
Easton	712	2	0.28%
Central CT State University	2,092	4	0.19%
Department of Motor Vehicle	1,867	3	0.16%
Groton Long Point	132	0	0.00%
Western CT State University	20	0	0.00%

Table II.B.1: Statewide Average Comparisons for Black Drivers (Sorted Alphabetically)
2015-2016

Department Name	Black Stops	Difference Between Town and State Average	Black Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences	Non-Resident Black Stops
Ansonia	16.54%	1.94%	9.74%	0.62%	1.32%	58.70%
Avon	7.94%	-6.66%	1.41%	-7.71%	1.05%	94.44%
Berlin	9.44%	-5.16%	0.65%	-8.47%	3.31%	93.15%
Bethel	7.17%	-7.43%	1.74%	-7.38%	-0.05%	86.83%
Bloomfield	53.14%	38.54%	54.76%	45.64%	-7.10%	54.73%
Branford	5.41%	-9.19%	1.76%	-7.36%	-1.83%	76.67%
Bridgeport	40.10%	25.50%	31.82%	22.70%	2.80%	11.84%
Bristol	9.74%	-4.86%	3.24%	-5.88%	1.02%	53.74%
Brookfield	4.44%	-10.16%	1.05%	-8.07%	-2.09%	76.47%
Canton	4.49%	-10.11%	0.00%	-9.12%	-0.99%	96.55%
Cheshire	10.00%	-4.60%	1.27%	-7.85%	3.25%	21.33%
Clinton	2.66%	-11.94%	0.00%	-9.12%	-2.82%	9.23%
Coventry	3.76%	-10.84%	0.79%	-8.33%	-2.51%	86.30%
Cromwell	14.36%	-0.24%	3.69%	-5.43%	5.19%	81.61%
Danbury	8.97%	-5.63%	6.42%	-2.70%	-2.93%	67.74%
Darien	11.43%	-3.17%	0.00%	-9.12%	5.95%	96.34%
Derby	15.76%	1.16%	6.03%	-3.09%	4.25%	84.03%
East Hampton	4.02%	-10.58%	1.10%	-8.02%	-2.56%	81.82%
East Hartford	39.62%	25.02%	22.52%	13.40%	11.62%	46.31%
East Haven	9.71%	-4.89%	2.47%	-6.65%	1.76%	80.65%
East Windsor	15.44%	0.84%	5.96%	-3.16%	4.00%	80.00%
Easton	3.79%	-10.81%	0.00%	-9.12%	-1.69%	96.30%
Enfield	9.63%	-4.97%	2.63%	-6.49%	1.52%	21.42%
Fairfield	14.13%	-0.47%	1.73%	-7.39%	6.92%	94.46%
Farmington	9.81%	-4.79%	2.20%	-6.92%	2.12%	90.74%
Glastonbury	7.57%	-7.03%	1.80%	-7.32%	0.28%	81.74%
Granby	4.21%	-10.39%	0.92%	-8.20%	-2.19%	76.47%
Greenwich	8.46%	-6.15%	2.03%	-7.09%	0.94%	85.46%
Groton City**	14.60%	0.00%	7.70%	-1.42%	1.42%	64.52%
Groton Long Point**	3.03%	-11.57%	0.00%	-9.12%	-2.45%	100.00%
Groton Town	12.95%	-1.65%	6.07%	-3.05%	1.40%	62.89%
Guilford	2.18%	-12.42%	0.70%	-8.42%	-4.00%	74.19%
Hamden	31.19%	16.59%	18.28%	9.16%	7.43%	54.55%
Hartford	41.31%	26.71%	35.80%	26.68%	0.03%	3.44%
Ledyard	14.10%	-0.50%	3.10%	-6.02%	5.52%	77.05%
Madison	2.95%	-11.65%	0.49%	-8.63%	-3.02%	87.60%
Manchester	23.97%	9.37%	10.15%	1.03%	8.34%	54.76%
Meriden	14.16%	-0.44%	7.80%	-1.32%	0.88%	37.80%
Middlebury	5.08%	-9.52%	0.00%	-9.12%	-0.40%	100.00%
Middletown	23.51%	8.91%	11.68%	2.56%	6.35%	5.53%
Milford	13.21%	-1.39%	2.23%	-6.89%	5.50%	85.29%
Monroe	6.96%	-7.64%	1.32%	-7.80%	0.16%	90.37%
Naugatuck	9.11%	-5.50%	4.11%	-5.01%	-0.49%	57.60%
New Britain	18.30%	3.70%	10.67%	1.55%	2.14%	29.87%
New Canaan	7.18%	-7.42%	1.06%	-8.06%	0.64%	88.98%
New Haven	39.69%	25.09%	32.16%	23.04%	2.05%	27.53%
New London	17.31%	2.71%	15.18%	6.06%	-3.35%	40.25%
New Milford	5.05%	-9.55%	1.69%	-7.43%	-2.11%	63.12%
Newington	13.80%	-0.80%	2.99%	-6.13%	5.33%	87.71%
Newtown	6.96%	-7.64%	0.68%	-8.44%	0.80%	97.80%
North Branford	3.21%	-11.39%	1.33%	-7.79%	-3.60%	80.00%
North Haven	13.18%	-1.43%	2.91%	-6.21%	4.78%	92.42%
Norwalk	20.35%	5.75%	13.13%	4.01%	1.74%	51.58%
Norwich	20.62%	6.02%	8.96%	-0.16%	6.18%	37.80%
Old Saybrook	2.90%	-11.70%	0.00%	-9.12%	-2.58%	84.62%
Orange	19.35%	4.75%	1.31%	-7.81%	12.56%	98.56%
Plainfield	2.87%	-11.73%	0.96%	-8.16%	-3.57%	46.00%
Plainville	7.41%	-7.19%	2.73%	-6.39%	-0.81%	78.60%

* The demographics for the host town were used as a proxy benchmark and should be viewed with caution.
**Census populations within the political sub-division are used as the basis for the benchmark.

Table II.B.1: Statewide Average Comparisons for Black Drivers (Sorted Alphabetically)
2015-2016

Department Name	Black Stops	Difference Between Town and State Average	Black Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences	Non-Resident Black Stops
Plymouth	5.92%	-8.68%	0.00%	-9.12%	0.44%	86.09%
Portland	6.03%	-8.57%	1.87%	-7.25%	-1.32%	58.33%
Putnam	3.11%	-11.49%	1.17%	-7.95%	-3.55%	23.53%
Redding	4.50%	-10.10%	0.00%	-9.12%	-0.98%	95.60%
Ridgefield	4.99%	-9.61%	0.77%	-8.35%	-1.26%	93.72%
Rocky Hill	9.93%	-4.67%	3.77%	-5.35%	0.68%	73.16%
Seymour	6.19%	-8.41%	2.25%	-6.87%	-1.54%	78.17%
Shelton	6.62%	-7.98%	2.07%	-7.05%	-0.93%	73.47%
Simsbury	5.35%	-9.25%	1.46%	-7.66%	-1.59%	78.26%
South Windsor	15.63%	1.03%	3.68%	-5.44%	6.47%	84.53%
Southington	5.57%	-9.03%	1.34%	-7.78%	-1.25%	81.65%
Stamford	18.99%	4.39%	12.86%	3.74%	0.65%	45.32%
Stonington	2.91%	-11.69%	0.82%	-8.30%	-3.39%	79.27%
Stratford	31.22%	16.62%	12.76%	3.64%	12.98%	61.05%
Suffield	4.79%	-9.81%	1.40%	-7.72%	-2.09%	93.75%
Thomaston	4.43%	-10.17%	0.00%	-9.12%	-1.05%	87.50%
Torrington	5.00%	-9.60%	2.12%	-7.00%	-2.60%	38.34%
Trumbull	20.73%	6.13%	2.90%	-6.22%	12.35%	93.81%
Vernon	15.50%	0.90%	4.70%	-4.42%	5.32%	59.43%
Wallingford	9.97%	-4.63%	1.34%	-7.78%	3.15%	86.59%
Waterbury	29.18%	14.58%	17.37%	8.25%	6.33%	20.73%
Waterford	10.59%	-4.01%	2.29%	-6.83%	2.82%	90.31%
Watertown	8.36%	-6.24%	1.24%	-7.88%	1.64%	87.32%
West Hartford	15.09%	0.49%	5.65%	-3.47%	3.96%	88.47%
West Haven	27.37%	12.77%	17.70%	8.58%	4.19%	53.25%
Weston	2.85%	-11.75%	1.25%	-7.87%	-3.88%	92.86%
Westport	9.81%	-4.79%	1.22%	-7.90%	3.11%	95.56%
Wethersfield	18.67%	4.07%	2.75%	-6.37%	10.44%	80.62%
Willimantic	7.64%	-6.96%	4.08%	-5.04%	-1.92%	56.91%
Wilton	9.39%	-5.22%	1.01%	-8.11%	2.90%	96.64%
Windsor	43.91%	29.31%	32.20%	23.08%	6.23%	59.24%
Windsor Locks	13.66%	-0.94%	4.27%	-4.85%	3.91%	82.99%
Winsted	4.28%	-10.32%	1.04%	-8.08%	-2.24%	45.16%
Wolcott	7.45%	-7.15%	1.53%	-7.59%	0.44%	89.29%
Woodbridge	18.61%	4.01%	1.94%	-7.18%	11.19%	98.31%

* The demographics for the host town were used as a proxy benchmark and should be viewed with caution.
**Census populations within the political sub-division are used as the basis for the benchmark.

Table II.B.2: Statewide Average Comparisons for Hispanic Drivers (Sorted Alphabetically)
2015-2016

Department Name	Hispanic Stops	Difference Between Town and State Average	Hispanic Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences	Non-Resident Hispanic Stops
Ansonia	13.64%	0.64%	14.03%	2.12%	-1.48%	61.41%
Avon	5.29%	-7.71%	2.76%	-9.15%	1.45%	89.58%
Berlin	13.30%	0.30%	2.67%	-9.24%	9.53%	93.71%
Bethel	12.44%	-0.56%	6.65%	-5.26%	4.70%	76.69%
Bloomfield	8.03%	-4.97%	4.78%	-7.13%	2.16%	82.06%
Branford	7.58%	-5.42%	3.45%	-8.46%	3.04%	76.79%
Bridgeport	29.44%	16.34%	36.20%	24.29%	-7.95%	10.24%
Bristol	13.09%	0.09%	7.65%	-4.26%	4.35%	53.98%
Brookfield	10.87%	-2.13%	3.79%	-8.12%	5.99%	86.00%
Canton	2.71%	-10.29%	1.94%	-9.97%	-0.32%	88.57%
Cheshire	8.74%	-4.26%	2.35%	-9.56%	5.30%	25.49%
Clinton	8.52%	-4.48%	4.41%	-7.50%	3.02%	8.65%
Coventry	5.41%	-7.59%	2.21%	-9.70%	2.11%	84.76%
Cromwell	5.54%	-7.46%	3.90%	-8.01%	0.55%	91.86%
Danbury	29.59%	16.59%	23.25%	11.34%	5.25%	70.77%
Darien	18.42%	5.42%	3.49%	-8.42%	13.83%	96.68%
Derby	14.63%	1.63%	12.37%	0.46%	1.17%	77.60%
East Hampton	2.74%	-10.26%	2.02%	-9.89%	-0.37%	66.67%
East Hartford	27.90%	14.90%	22.91%	11.00%	3.90%	43.37%
East Haven	16.51%	3.51%	8.43%	-3.48%	6.99%	66.90%
East Windsor	7.28%	-5.72%	4.34%	-7.57%	1.84%	78.79%
Easton	9.83%	-3.17%	2.56%	-9.35%	6.18%	97.14%
Enfield	7.76%	-5.24%	4.00%	-7.91%	2.67%	30.02%
Fairfield	14.13%	1.13%	4.51%	-7.40%	8.53%	92.78%
Farmington	8.90%	-4.10%	3.20%	-8.71%	4.60%	94.90%
Glastonbury	8.52%	-4.48%	3.60%	-8.31%	3.83%	77.39%
Granby	2.48%	-10.52%	1.39%	-10.52%	0.00%	90.00%
Greenwich	18.07%	5.07%	9.15%	-2.76%	7.83%	81.27%
Groton City**	12.56%	-0.44%	11.80%	-0.11%	-0.33%	49.38%
Groton Long Point**	5.30%	-7.70%	0.00%	-11.91%	4.21%	100.00%
Groton Town	9.75%	-3.25%	7.40%	-4.51%	1.26%	70.53%
Guilford	3.37%	-9.63%	2.90%	-9.01%	-0.62%	66.67%
Hamden	9.11%	-3.89%	7.58%	-4.33%	0.44%	63.85%
Hartford	28.79%	15.79%	41.02%	29.11%	-13.32%	2.47%
Ledyard	7.78%	-5.32%	4.57%	-7.34%	2.02%	83.17%
Madison	4.41%	-8.59%	1.73%	-10.18%	1.59%	86.19%
Manchester	14.90%	1.90%	9.89%	-2.02%	3.92%	55.91%
Meriden	31.63%	18.63%	24.86%	12.95%	5.68%	18.77%
Middlebury	8.47%	-4.53%	2.22%	-9.69%	5.16%	100.00%
Middletown	11.32%	-1.68%	6.77%	-5.14%	3.47%	4.92%
Milford	10.01%	-2.99%	4.45%	-7.46%	4.47%	79.50%
Monroe	7.52%	-5.48%	4.30%	-7.61%	2.13%	89.94%
Naugatuck	11.63%	-1.37%	7.77%	-4.14%	2.77%	57.55%
New Britain	39.69%	26.69%	31.75%	19.84%	6.85%	17.66%
New Canaan	10.60%	-2.40%	2.69%	-9.22%	6.82%	91.80%
New Haven	23.11%	10.11%	24.79%	12.88%	-2.77%	26.90%
New London	21.60%	8.60%	25.08%	13.17%	-4.57%	30.00%
New Milford	11.07%	-1.93%	5.46%	-6.45%	4.52%	57.93%
Newington	20.65%	7.65%	6.39%	-5.52%	13.17%	84.53%
Newtown	7.06%	-5.94%	2.86%	-9.05%	3.10%	90.79%
North Branford	3.31%	-9.69%	2.31%	-9.60%	-0.10%	80.56%
North Haven	9.21%	-3.79%	3.26%	-8.65%	4.86%	95.93%
Norwalk	20.81%	7.81%	22.67%	10.76%	-2.95%	48.28%
Norwich	14.91%	1.91%	10.59%	-1.32%	3.23%	47.29%
Old Saybrook	5.38%	-7.62%	2.93%	-8.98%	1.36%	78.11%
Orange	12.48%	-0.52%	2.54%	-9.37%	8.85%	98.13%
Plainfield	4.25%	-8.75%	3.33%	-8.58%	-0.17%	58.11%

* The demographics for the host town were used as a proxy benchmark and should be viewed with caution.

**Census populations within the political sub-division are used as the basis for the benchmark.

Table II.B.2: Statewide Average Comparisons for Hispanic Drivers (Sorted Alphabetically)
2015-2016

Department Name	Hispanic Stops	Difference Between Town and State Average	Hispanic Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences	Non-Resident Hispanic Stops
Plainville	11.76%	-1.24%	5.18%	-6.73%	5.48%	81.62%
Plymouth	6.54%	-6.46%	2.47%	-9.44%	2.97%	85.04%
Portland	5.53%	-7.47%	2.75%	-9.16%	1.68%	72.73%
Putnam	2.47%	-10.53%	2.20%	-9.71%	-0.82%	22.22%
Redding	10.03%	-2.97%	2.37%	-9.54%	6.57%	96.55%
Ridgefield	11.30%	-1.70%	3.46%	-8.45%	6.75%	94.57%
Rocky Hill	7.26%	-5.74%	4.65%	-7.26%	1.52%	82.24%
Seymour	5.73%	-7.27%	5.53%	-6.38%	-0.89%	70.28%
Shelton	7.57%	-5.43%	5.17%	-6.74%	1.31%	66.07%
Simsbury	3.41%	-9.59%	2.61%	-9.30%	-0.29%	71.21%
South Windsor	9.18%	-3.82%	3.62%	-8.29%	4.47%	84.01%
Southington	5.68%	-7.32%	2.80%	-9.11%	1.78%	82.72%
Stamford	21.36%	8.36%	22.87%	10.96%	-2.60%	40.80%
Stonington	2.94%	-10.06%	1.91%	-10.00%	-0.06%	78.31%
Stratford	19.78%	6.78%	11.92%	0.01%	6.76%	64.86%
Suffield	5.54%	-7.46%	2.20%	-9.71%	2.25%	89.19%
Thomaston	3.32%	-9.68%	2.09%	-9.82%	0.14%	77.78%
Torrington	7.83%	-5.17%	6.92%	-4.99%	-0.18%	25.83%
Trumbull	14.23%	1.23%	5.06%	-6.85%	8.08%	93.09%
Vernon	9.06%	-3.94%	5.21%	-6.70%	2.76%	56.99%
Wallingford	12.84%	-0.16%	6.71%	-5.20%	5.04%	73.55%
Waterbury	26.78%	13.78%	27.54%	15.63%	-1.85%	21.89%
Waterford	11.76%	-1.24%	4.07%	-7.84%	6.59%	92.67%
Watertown	8.24%	-4.76%	2.99%	-8.92%	4.17%	87.86%
West Hartford	18.76%	5.76%	8.78%	-3.13%	8.88%	86.79%
West Haven	20.87%	7.87%	15.96%	4.05%	3.82%	45.50%
Weston	3.26%	-9.74%	3.06%	-8.85%	-0.89%	81.25%
Westport	8.55%	-4.45%	3.19%	-8.72%	4.27%	94.71%
Wethersfield	28.06%	15.06%	7.10%	-4.81%	19.86%	72.49%
Willimantic	29.15%	16.15%	28.88%	16.97%	-0.82%	18.69%
Wilton	13.95%	0.95%	2.74%	-9.17%	10.13%	94.40%
Windsor	11.64%	-1.36%	7.33%	-4.58%	3.22%	77.19%
Windsor Locks	8.17%	-4.83%	3.46%	-8.45%	3.62%	82.84%
Winsted	4.70%	-8.30%	4.28%	-7.63%	-0.68%	58.82%
Wolcott	16.49%	3.39%	2.83%	-9.08%	12.47%	93.55%
Woodbridge	7.76%	-5.24%	2.68%	-9.23%	3.99%	92.68%

* The demographics for the host town were used as a proxy benchmark and should be viewed with caution.

**Census populations within the political sub-division are used as the basis for the benchmark.

Table II.B.3: Statewide Average Comparisons for Minority Drivers (Sorted Alphabetically)
2015-2016

Department Name	Minority Stops	Difference Between Town and State Average	Minority Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences	Non-Resident Minority Stops
Ansonia	31.21%	0.61%	25.62%	0.39%	0.22%	59.87%
Avon	16.21%	-14.39%	9.82%	-15.41%	1.02%	87.76%
Berlin	25.55%	-5.05%	5.76%	-19.47%	14.41%	91.44%
Bethel	22.02%	-8.58%	13.49%	-11.74%	3.16%	78.25%
Bloomfield	62.83%	32.23%	61.51%	36.28%	-4.06%	58.83%
Branford	13.71%	-16.89%	8.49%	-16.74%	-0.15%	75.00%
Bridgeport	71.65%	41.05%	73.25%	48.02%	-6.97%	11.46%
Bristol	24.35%	-6.25%	12.71%	-12.52%	6.27%	54.65%
Brookfield	17.18%	-13.42%	8.11%	-17.12%	3.70%	82.28%
Canton	8.98%	-21.62%	3.25%	-21.98%	0.36%	89.66%
Cheshire	20.74%	-9.86%	8.62%	-16.61%	6.75%	21.85%
Clinton	12.70%	-17.90%	6.12%	-19.11%	1.21%	9.35%
Coventry	11.60%	-19.00%	3.79%	-21.44%	2.43%	87.11%
Cromwell	21.83%	-8.77%	10.57%	-14.66%	5.89%	84.07%
Danbury	39.95%	9.35%	38.64%	13.41%	-4.05%	70.55%
Darien	32.26%	1.66%	7.17%	-18.06%	19.72%	95.11%
Derby	31.18%	0.58%	20.56%	-4.67%	5.26%	81.10%
East Hampton	6.95%	-23.65%	4.60%	-20.63%	-3.03%	73.68%
East Hartford	69.24%	38.64%	51.63%	26.40%	12.24%	45.38%
East Haven	27.82%	-2.78%	13.98%	-11.25%	8.47%	70.93%
East Windsor	24.37%	-6.23%	14.58%	-10.65%	4.42%	81.00%
Easton	15.03%	-15.57%	5.56%	-19.67%	4.09%	96.26%
Enfield	19.28%	-11.32%	8.65%	-16.58%	5.26%	26.18%
Fairfield	30.76%	0.16%	10.00%	-15.23%	15.39%	92.77%
Farmington	23.79%	-6.81%	12.59%	-12.64%	5.82%	88.02%
Glastonbury	20.60%	-10.00%	11.81%	-13.42%	3.42%	69.86%
Granby	7.93%	-22.67%	3.19%	-22.04%	-0.63%	79.69%
Greenwich	31.55%	0.95%	17.95%	-7.28%	8.22%	81.15%
Groton City**	29.51%	-1.09%	26.90%	1.67%	-2.76%	59.04%
Groton Long Point**	9.09%	-21.51%	0.00%	-25.2300%	3.72%	100.00%
Groton Town	26.02%	-4.58%	20.39%	-4.84%	0.26%	64.79%
Guilford	8.24%	-22.36%	5.67%	-19.56%	-2.80%	61.36%
Hamden	41.62%	11.02%	30.92%	5.69%	5.34%	56.76%
Hartford	71.01%	40.41%	80.76%	55.53%	-15.12%	3.09%
Ledyard	25.92%	-4.68%	13.40%	-11.83%	7.15%	77.74%
Madison	8.91%	-21.69%	4.26%	-20.97%	-0.71%	81.69%
Manchester	41.97%	11.37%	27.95%	2.72%	8.65%	54.82%
Meriden	46.86%	16.26%	34.86+	9.63%	6.63%	24.92%
Middlebury	13.56%	-17.04%	5.58%	-19.65%	2.61%	100.00%
Middletown	36.57%	5.97%	23.49%	-1.74%	7.71%	5.75%
Milford	26.03%	-4.57%	11.62%	-13.61%	9.03%	79.25%
Monroe	15.96%	-14.64%	7.56%	-17.67%	3.03%	88.75%
Naugatuck	21.85%	-8.75%	15.18%	-10.05%	1.30%	57.75%
New Britain	59.40%	28.80%	45.00%	19.77%	9.03%	21.70%
New Canaan	21.24%	-9.36%	7.15%	-18.08%	8.72%	85.61%
New Haven	64.34%	33.74%	62.82%	37.59%	-3.85%	28.24%
New London	40.78%	10.18%	43.57%	18.34%	-8.16%	36.43%
New Milford	17.95%	-12.65%	9.69%	-15.54%	2.89%	58.28%
Newington	37.61%	7.01%	14.51%	-10.72%	17.72%	84.11%
Newtown	16.20%	-14.40%	5.76%	-19.47%	5.07%	91.03%
North Branford	7.44%	-23.16%	5.02%	-20.21%	-2.95%	80.25%
North Haven	24.45%	-6.15%	10.51%	-14.72%	8.56%	91.95%
Norwalk	43.26%	12.66%	40.80%	15.57%	-2.91%	51.68%
Norwich	39.24%	8.64%	29.09%	3.86%	4.78%	42.33%
Old Saybrook	10.34%	-20.26%	5.15%	-20.08%	-0.18%	77.54%
Orange	34.71%	4.11%	10.75%	-14.48%	18.60%	96.85%
Plainfield	7.53%	-23.07%	5.32%	-19.91%	-3.16%	52.67%

* The demographics for the host town were used as a proxy benchmark and should be viewed with caution.

**Census populations within the political sub-division are used as the basis for the benchmark.

Table II.B.3: Statewide Average Comparisons for Minority Drivers (Sorted Alphabetically)
2015-2016

Department Name	Minority Stops	Difference Between Town and State Average	Minority Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences	Non-Resident Minority Stops
Plainville	20.89%	-9.71%	10.00%	-15.23%	5.52%	79.59%
Plymouth	12.97%	-17.63%	2.47%	-22.76%	5.13%	84.92%
Portland	12.56%	-18.04%	4.63%	-20.60%	2.57%	64.00%
Putnam	6.58%	-24.02%	3.37%	-21.86%	-2.16%	25.00%
Redding	16.16%	-14.44%	4.37%	-20.86%	6.42%	96.02%
Ridgefield	19.23%	-11.37%	7.29%	-17.94%	6.57%	89.83%
Rocky Hill	19.83%	-10.77%	17.20%	-8.03%	-2.74%	74.82%
Seymour	13.05%	-17.55%	9.77%	-15.46%	-2.09%	73.91%
Shelton	15.27%	-15.33%	10.83%	-14.40%	-0.93%	66.37%
Simsbury	11.25%	-19.35%	7.65%	-17.58%	-1.77%	68.97%
South Windsor	29.32%	-1.28%	14.60%	-10.63%	9.35%	78.21%
Southington	12.15%	-18.45%	6.17%	-19.06%	0.61%	80.41%
Stamford	43.49%	12.89%	43.86%	18.63%	-5.74%	43.33%
Stonington	7.52%	-23.08%	4.35%	-20.88%	-2.20%	77.36%
Stratford	53.40%	22.80%	27.20%	1.97%	20.83%	62.11%
Suffield	11.90%	-18.70%	4.91%	-20.32%	1.62%	88.05%
Thomaston	8.12%	-22.48%	2.09%	-23.14%	0.66%	84.09%
Torrington	14.78%	-15.82%	11.02%	-14.21%	-1.60%	31.61%
Trumbull	37.35%	6.75%	11.91%	-13.32%	20.07%	92.79%
Vernon	26.34%	-4.26%	14.05%	-11.18%	6.92%	58.65%
Wallingford	24.27%	-6.33%	11.14%	-14.09%	7.76%	77.88%
Waterbury	56.98%	26.38%	48.10%	22.87%	3.51%	21.44%
Waterford	25.05%	-5.55%	9.85%	-15.38%	9.83%	89.76%
Watertown	16.96%	-13.64%	5.82%	-19.41%	5.77%	87.50%
West Hartford	39.92%	9.32%	21.79%	-3.44%	12.76%	85.35%
West Haven	49.40%	18.80%	37.60%	12.37%	6.44%	49.72%
Weston	6.72%	-23.88%	7.26%	-17.97%	-5.91%	81.82%
Westport	20.12%	-10.48%	8.28%	-16.95%	6.47%	92.33%
Wethersfield	48.43%	17.83%	12.47%	-12.76%	30.59%	75.46%
Willimantic	37.76%	7.16%	34.55%	9.32%	-2.16%	27.45%
Wilton	27.64%	-2.96%	8.09%	-17.14%	14.18%	93.27%
Windsor	58.94%	28.34%	43.92%	18.69%	9.65%	63.52%
Windsor Locks	24.56%	-6.04%	12.73%	-12.50%	6.46%	80.59%
Winsted	9.53%	-21.07%	6.12%	-19.11%	-1.96%	53.62%
Wolcott	25.53%	-5.07%	5.43%	-19.80%	14.73%	90.63%
Woodbridge	29.91%	-0.69%	12.82%	-12.41%	11.71%	95.15%

* The demographics for the host town were used as a proxy benchmark and should be viewed with caution.

**Census populations within the political sub-division are used as the basis for the benchmark.

Table II.B.4/II.B.5 a: Ratio of Minority EDP to Minority Stops (Sorted Alphabetically)
2015-2016

Department Name	Number of Stops	% Minority Stops	% Minority EDP	Absolute Difference	Ratio
Ansonia	1,713	26.56%	25.07%	1.49%	1.06
Avon	232	17.67%	13.28%	4.39%	1.33
Berlin	1,902	22.29%	12.89%	9.40%	1.73
Bethel	1,095	21.28%	16.54%	4.74%	1.29
Bloomfield	1,055	51.85%	42.68%	9.17%	1.21
Branford	1,547	11.96%	13.12%	-1.16%	0.91
Bridgeport	1,175	70.98%	61.82%	9.16%	1.15
Bristol	1,613	20.83%	14.21%	6.62%	1.47
Brookfield	676	12.43%	10.32%	2.11%	1.20
Canton	381	6.82%	6.89%	-0.06%	0.99
Cheshire	1,951	17.43%	14.48%	2.95%	1.20
Clinton	638	9.25%	8.39%	0.86%	1.10
Coventry	425	7.53%	5.04%	2.49%	1.49
Cromwell	385	16.88%	15.68%	1.21%	1.08
Danbury	2,036	34.77%	31.97%	2.80%	1.09
Darien	1,354	35.30%	15.92%	19.39%	2.22
Derby	838	26.73%	21.13%	5.60%	1.26
East Hampton	185	2.16%	5.82%	-3.66%	0.37
East Hartford	3,419	66.28%	40.04%	26.23%	1.66
East Haven	1,002	23.45%	16.55%	6.90%	1.42
East Windsor	331	19.34%	19.16%	0.18%	1.01
Easton	267	11.61%	7.50%	4.11%	1.55
Enfield	1,575	16.32%	12.63%	3.69%	1.29
Fairfield	4,171	29.94%	17.52%	12.42%	1.71
Farmington	1,569	20.08%	18.84%	1.24%	1.07
Glastonbury	1,665	16.16%	15.97%	0.19%	1.01
Granby	343	4.37%	6.32%	-1.95%	0.69
Greenwich	1,754	27.88%	24.64%	3.24%	1.13
Groton City	278	22.66%	18.40%	4.26%	1.23
Groton Long Point	32	3.13%	18.40%	-15.27%	0.17
Groton Town	1,028	21.21%	18.40%	2.81%	1.15
Guilford	1,554	7.34%	8.31%	-0.97%	0.88
Hamden	2,012	39.07%	29.50%	9.57%	1.32
Hartford	1,777	64.72%	50.07%	14.65%	1.29
Ledyard	431	22.74%	15.84%	6.90%	1.44
Madison	1,355	7.75%	6.47%	1.28%	1.20
Manchester	4,486	37.63%	26.68%	10.95%	1.41
Meriden	832	40.99%	31.44%	9.54%	1.30
Middlebury*	22	22.73%	11.37%	11.36%	2.00
Middletown	308	29.87%	21.86%	8.01%	1.37
Milford	910	21.76%	17.96%	3.80%	1.21
Monroe	1,557	15.16%	11.55%	3.61%	1.31
Naugatuck	1,561	21.27%	16.91%	4.35%	1.26
New Britain	2,162	56.57%	38.88%	17.68%	1.45
New Canaan	2,305	21.74%	13.79%	7.95%	1.58
New Haven	8,350	60.57%	46.32%	14.25%	1.31
New London	1,397	37.29%	33.74%	3.55%	1.11
New Milford	1,059	17.47%	11.29%	6.18%	1.55

Table II.B.4/II.B.5 a: Ratio of Minority EDP to Minority Stops (Sorted Alphabetically) 2015-2016

Department Name	Number of Stops	% Minority Stops	% Minority EDP	Absolute Difference	Ratio
Newington	1,343	30.45%	18.98%	11.47%	1.60
Newtown	1,908	14.57%	9.47%	5.10%	1.54
North Branford	482	5.60%	8.80%	-3.19%	0.64
North Haven	1,125	23.02%	17.55%	5.48%	1.31
Norwalk	1,512	35.32%	36.92%	-1.61%	0.96
Norwich	1,385	32.78%	24.65%	8.13%	1.33
Old Saybrook	847	7.79%	8.50%	-0.70%	0.92
Orange	1,485	30.37%	19.51%	10.86%	1.56
Plainfield	206	4.37%	6.73%	-2.36%	0.65
Plainville	1,122	18.18%	14.26%	3.93%	1.28
Plymouth	600	10.50%	4.60%	5.90%	2.28
Portland	38	13.16%	6.98%	6.17%	1.88
Putnam	310	6.13%	6.13%	-0.01%	1.00
Redding	694	16.86%	7.55%	9.31%	2.23
Ridgefield	3,076	18.86%	13.11%	5.74%	1.44
Rocky Hill	1,041	14.89%	19.57%	-4.68%	0.76
Seymour	1,255	11.00%	12.42%	-1.42%	0.89
Shelton	177	12.43%	17.23%	-4.80%	0.72
Simsbury	1,740	10.17%	11.34%	-1.17%	0.90
South Windsor	1,296	25.54%	17.94%	7.60%	1.42
Southington	1,610	9.44%	10.23%	-0.79%	0.92
Stamford	2,232	39.78%	38.83%	0.95%	1.02
Stonington	665	7.07%	7.36%	-0.29%	0.96
Stratford	385	43.64%	27.87%	15.77%	1.57
Suffield	363	8.26%	8.65%	-0.38%	0.96
Thomaston	214	8.88%	6.38%	2.50%	1.39
Torrington	145	13.10%	12.18%	0.92%	1.08
Trumbull	710	35.49%	18.23%	17.26%	1.95
Vernon	867	18.34%	15.43%	2.91%	1.19
Wallingford	2,608	21.47%	15.64%	5.83%	1.37
Waterbury	969	48.81%	40.14%	8.68%	1.22
Waterford	1,262	19.33%	13.89%	5.44%	1.39
Watertown	601	17.97%	10.59%	7.38%	1.70
West Hartford	3,344	35.02%	24.14%	10.87%	1.45
West Haven	1,487	44.18%	35.60%	8.59%	1.24
Weston	84	5.95%	9.46%	-3.50%	0.63
Westport	2,397	18.77%	18.06%	0.71%	1.04
Wethersfield	791	43.24%	16.60%	26.63%	2.60
Willimantic	483	36.65%	29.32%	7.33%	1.25
Wilton	1,556	23.71%	17.39%	6.32%	1.36
Winchester	238	7.56%	7.02%	0.54%	1.08
Windsor	1,457	49.69%	33.16%	16.53%	1.50
Windsor Locks	763	22.28%	18.76%	3.52%	1.19
Wolcott	168	22.62%	8.18%	14.44%	2.77
Woodbridge	586	23.55%	17.31%	6.24%	1.36

Table II.B.4/II.B.5 b: Ratio of Black EDP to Black Stops (Sorted Alphabetically)
2015-2016

Department Name	Number of Stops	% Black Stops	% Black EDP	Absolute Difference	Ratio
Ansonia	1,713	11.85%	9.48%	2.37%	1.25
Avon	232	9.05%	3.47%	5.58%	2.61
Berlin	1,902	8.25%	3.48%	4.78%	2.38
Bethel	1,095	7.67%	2.94%	4.73%	2.61
Bloomfield	1,055	43.03%	31.15%	11.89%	1.38
Branford	1,547	4.46%	4.07%	0.39%	1.10
Bridgeport	1,175	37.70%	26.46%	11.24%	1.42
Bristol	1,613	7.44%	3.93%	3.51%	1.89
Brookfield	676	3.55%	2.02%	1.53%	1.76
Canton	381	3.15%	1.50%	1.65%	2.10
Cheshire	1,951	7.48%	3.94%	3.54%	1.90
Clinton	638	1.72%	1.19%	0.54%	1.45
Coventry	425	2.82%	1.20%	1.62%	2.35
Cromwell	385	10.91%	5.63%	5.28%	1.94
Danbury	2,036	7.86%	6.12%	1.74%	1.28
Darien	1,354	12.78%	3.57%	9.21%	3.58
Derby	838	12.77%	6.72%	6.05%	1.90
East Hampton	185	0.54%	1.54%	-1.00%	0.35
East Hartford	3,419	37.06%	16.95%	20.10%	2.19
East Haven	1,002	8.28%	4.19%	4.09%	1.98
East Windsor	331	12.08%	7.92%	4.16%	1.53
Easton	267	2.62%	0.88%	1.74%	2.99
Enfield	1,575	6.79%	4.14%	2.65%	1.64
Fairfield	4,171	14.12%	5.27%	8.85%	2.68
Farmington	1,569	6.76%	5.85%	0.91%	1.15
Glastonbury	1,665	5.05%	4.34%	0.71%	1.16
Granby	343	1.46%	2.23%	-0.77%	0.65
Greenwich	1,754	5.99%	5.62%	0.37%	1.07
Groton City	278	10.43%	5.47%	4.96%	1.91
Groton Long Point	32	3.13%	5.47%	-2.34%	0.57
Groton Town	1,028	12.06%	5.47%	6.59%	2.21
Guilford	1,554	1.93%	1.92%	0.01%	1.01
Hamden	2,012	27.68%	16.09%	11.60%	1.72
Hartford	1,777	35.79%	21.57%	14.22%	1.66
Ledyard	431	12.99%	4.26%	8.73%	3.05
Madison	1,355	2.07%	1.39%	0.68%	1.49
Manchester	4,486	21.13%	9.92%	11.21%	2.13
Meriden	832	11.30%	7.75%	3.55%	1.46
Middlebury*	22	9.09%	2.63%	6.46%	3.46
Middletown	308	17.86%	9.71%	8.14%	1.84
Milford	910	9.56%	5.61%	3.95%	1.71
Monroe	1,557	6.42%	3.04%	3.38%	2.11
Naugatuck	1,561	8.71%	4.91%	3.80%	1.77
New Britain	2,162	16.33%	9.97%	6.35%	1.64
New Canaan	2,305	6.59%	3.46%	3.13%	1.90
New Haven	8,350	35.58%	22.60%	12.98%	1.57
New London	1,397	13.82%	11.43%	2.38%	1.21
New Milford	1,059	4.15%	2.29%	1.86%	1.81

Table II.B.4/II.B.5 b: Ratio of Black EDP to Black Stops (Sorted Alphabetically)
2015-2016

Department Name	Number of Stops	% Black Stops	% Black EDP	Absolute Difference	Ratio
Newington	1,343	10.57%	5.53%	5.05%	1.91
Newtown	1,908	5.71%	1.98%	3.73%	2.89
North Branford	482	2.70%	2.86%	-0.16%	0.94
North Haven	1,125	12.44%	6.29%	6.15%	1.98
Norwalk	1,512	16.40%	12.02%	4.38%	1.36
Norwich	1,385	18.27%	7.52%	10.75%	2.43
Old Saybrook	847	2.36%	1.57%	0.79%	1.50
Orange	1,485	16.16%	6.26%	9.90%	2.58
Plainfield	206	1.46%	1.51%	-0.06%	0.96
Plainville	1,122	6.51%	4.26%	2.24%	1.53
Plymouth	600	5.00%	0.79%	4.21%	6.32
Portland	38	5.26%	2.67%	2.59%	1.97
Putnam	310	2.90%	1.82%	1.08%	1.59
Redding	694	4.61%	1.13%	3.48%	4.07
Ridgefield	3,076	3.87%	2.68%	1.19%	1.44
Rocky Hill	1,041	6.63%	5.80%	0.83%	1.14
Seymour	1,255	4.86%	3.45%	1.41%	1.41
Shelton	177	3.39%	5.25%	-1.86%	0.65
Simsbury	1,740	4.89%	3.40%	1.49%	1.44
South Windsor	1,296	12.81%	5.76%	7.05%	2.22
Southington	1,610	4.22%	2.81%	1.41%	1.50
Stamford	2,232	16.17%	11.73%	4.44%	1.38
Stonington	665	2.86%	1.81%	1.05%	1.58
Stratford	385	23.64%	12.10%	11.53%	1.95
Suffield	363	3.03%	2.89%	0.14%	1.05
Thomaston	214	5.14%	1.58%	3.56%	3.25
Torrington	145	4.83%	2.91%	1.92%	1.66
Trumbull	710	18.17%	5.87%	12.30%	3.09
Vernon	867	10.61%	5.30%	5.31%	2.00
Wallingford	2,608	8.51%	3.78%	4.73%	2.25
Waterbury	969	24.25%	14.34%	9.91%	1.69
Waterford	1,262	7.53%	3.90%	3.63%	1.93
Watertown	601	8.65%	3.04%	5.62%	2.85
West Hartford	3,344	12.74%	7.64%	5.09%	1.67
West Haven	1,487	22.26%	16.40%	5.86%	1.36
Weston	84	3.57%	2.07%	1.50%	1.72
Westport	2,397	8.34%	5.31%	3.03%	1.57
Wethersfield	791	18.08%	4.91%	13.17%	3.68
Willimantic	483	5.18%	4.22%	0.95%	1.23
Wilton	1,556	7.13%	4.66%	2.47%	1.53
Winchester	238	3.36%	1.42%	1.94%	2.36
Windsor	1,457	35.21%	20.06%	15.15%	1.76
Windsor Locks	763	11.40%	7.15%	4.25%	1.60
Wolcott	168	7.14%	2.53%	4.61%	2.82
Woodbridge	586	13.31%	4.77%	8.54%	2.79

Table II.B.4/II.B.5 c: Ratio of Hispanic EDP to Hispanic Stops (Sorted Alphabetically) 2015-2016

Department Name	Number of Stops	% Hispanic Stops	% Hispanic EDP	Absolute Difference	Ratio
Ansonia	1,713	13.72%	13.48%	0.23%	1.02
Avon	232	4.74%	4.89%	-0.15%	0.97
Berlin	1,902	11.30%	6.57%	4.74%	1.72
Bethel	1,095	10.59%	8.53%	2.06%	1.24
Bloomfield	1,055	7.20%	8.53%	-1.32%	0.84
Branford	1,547	6.92%	5.65%	1.27%	1.23
Bridgeport	1,175	32.00%	30.39%	1.61%	1.05
Bristol	1,613	11.53%	8.08%	3.45%	1.43
Brookfield	676	7.54%	4.98%	2.56%	1.51
Canton	381	2.89%	3.57%	-0.69%	0.81
Cheshire	1,951	7.69%	6.24%	1.44%	1.23
Clinton	638	6.11%	5.17%	0.94%	1.18
Coventry	425	3.53%	2.76%	0.77%	1.28
Cromwell	385	3.12%	6.77%	-3.65%	0.46
Danbury	2,036	25.64%	18.59%	7.05%	1.38
Darien	1,354	20.01%	7.99%	12.02%	2.50
Derby	838	13.60%	11.84%	1.76%	1.15
East Hampton	185	1.08%	2.62%	-1.54%	0.41
East Hartford	3,419	27.49%	17.77%	9.72%	1.55
East Haven	1,002	13.97%	9.11%	4.86%	1.53
East Windsor	331	5.74%	7.25%	-1.51%	0.79
Easton	267	7.87%	3.49%	4.37%	2.25
Enfield	1,575	7.43%	6.04%	1.39%	1.23
Fairfield	4,171	13.69%	8.24%	5.45%	1.66
Farmington	1,569	8.03%	8.02%	0.01%	1.00
Glastonbury	1,665	7.09%	6.09%	1.00%	1.16
Granby	343	2.04%	2.76%	-0.72%	0.74
Greenwich	1,754	17.05%	12.44%	4.60%	1.37
Groton City	278	7.55%	7.26%	0.30%	1.04
Groton Long Point	32	0.00%	7.26%	-7.26%	0.00
Groton Town	1,028	6.91%	7.26%	-0.35%	0.95
Guilford	1,554	2.83%	4.05%	-1.22%	0.70
Hamden	2,012	9.74%	8.62%	1.13%	1.13
Hartford	1,777	28.14%	24.41%	3.73%	1.15
Ledyard	431	6.03%	6.34%	-0.31%	0.95
Madison	1,355	4.58%	2.84%	1.73%	1.61
Manchester	4,486	13.37%	10.23%	3.15%	1.31
Meriden	832	28.49%	21.13%	7.36%	1.35
Middlebury*	22	13.64%	5.55%	8.09%	2.46
Middletown	308	11.04%	7.76%	3.28%	1.42
Milford	910	9.23%	7.70%	1.53%	1.20
Monroe	1,557	7.71%	6.07%	1.64%	1.27
Naugatuck	1,561	11.34%	8.77%	2.57%	1.29
New Britain	2,162	38.99%	26.03%	12.96%	1.50
New Canaan	2,305	11.97%	6.37%	5.60%	1.88
New Haven	8,350	23.43%	18.60%	4.82%	1.26
New London	1,397	21.90%	18.58%	3.32%	1.18
New Milford	1,059	11.43%	6.23%	5.19%	1.83

Table II.B.4/II.B.5 c: Ratio of Hispanic EDP to Hispanic Stops (Sorted Alphabetically)
2015-2016

Department Name	Number of Stops	% Hispanic Stops	% Hispanic EDP	Absolute Difference	Ratio
Newington	1,343	17.42%	8.90%	8.52%	1.96
Newtown	1,908	6.71%	4.82%	1.89%	1.39
North Branford	482	2.28%	4.02%	-1.74%	0.57
North Haven	1,125	8.71%	7.14%	1.57%	1.22
Norwalk	1,512	17.46%	19.88%	-2.42%	0.88
Norwich	1,385	12.35%	9.48%	2.87%	1.30
Old Saybrook	847	4.72%	4.41%	0.32%	1.07
Orange	1,485	10.91%	7.68%	3.23%	1.42
Plainfield	206	2.91%	3.84%	-0.93%	0.76
Plainville	1,122	9.98%	7.43%	2.55%	1.34
Plymouth	600	5.17%	3.45%	1.72%	1.50
Portland	38	7.89%	3.68%	4.22%	2.15
Putnam	310	2.26%	3.44%	-1.18%	0.66
Redding	694	10.66%	3.99%	6.67%	2.67
Ridgefield	3,076	11.80%	6.68%	5.12%	1.77
Rocky Hill	1,041	5.86%	7.43%	-1.57%	0.79
Seymour	1,255	5.10%	6.72%	-1.62%	0.76
Shelton	177	7.34%	8.28%	-0.93%	0.89
Simsbury	1,740	3.39%	4.41%	-1.01%	0.77
South Windsor	1,296	8.41%	6.07%	2.34%	1.39
Southington	1,610	4.66%	5.10%	-0.44%	0.91
Stamford	2,232	20.70%	19.99%	0.71%	1.04
Stonington	665	3.31%	3.34%	-0.03%	0.99
Stratford	385	17.92%	12.66%	5.26%	1.42
Suffield	363	3.31%	4.01%	-0.70%	0.83
Thomaston	214	3.74%	4.19%	-0.45%	0.89
Torrington	145	6.21%	7.16%	-0.95%	0.87
Trumbull	710	14.79%	8.33%	6.46%	1.78
Vernon	867	6.81%	6.01%	0.79%	1.13
Wallingford	2,608	11.58%	8.64%	2.94%	1.34
Waterbury	969	23.53%	22.66%	0.87%	1.04
Waterford	1,262	9.51%	6.22%	3.29%	1.53
Watertown	601	9.15%	5.62%	3.53%	1.63
West Hartford	3,344	17.02%	10.28%	6.73%	1.66
West Haven	1,487	20.71%	15.19%	5.53%	1.36
Weston	84	2.38%	4.23%	-1.85%	0.56
Westport	2,397	8.68%	8.37%	0.31%	1.04
Wethersfield	791	23.51%	8.66%	14.85%	2.71
Willimantic	483	30.64%	23.08%	7.56%	1.33
Wilton	1,556	12.28%	8.10%	4.18%	1.52
Winchester	238	3.78%	4.56%	-0.78%	0.83
Windsor	1,457	10.71%	9.07%	1.64%	1.18
Windsor Locks	763	7.21%	7.28%	-0.07%	0.99
Wolcott	168	13.69%	4.34%	9.35%	3.16
Woodbridge	586	6.14%	5.54%	0.60%	1.11

Table II.B.6/II.B.7 a: Ratio of Minority Resident Population to Minority Resident Stops (Sorted Alphabetically)
2015-2016

Department Name	Number of Residents	Minority Residents	Resident Stops	Minority Resident Stops	Difference	Ratio
Ansonia	14,979	25.62%	2,009	31.86%	6.23%	1.24
Avon	13,855	9.82%	261	6.90%	-2.92%	0.70
Berlin	16,083	5.76%	1,352	8.51%	2.74%	1.48
Bethel	14,675	13.49%	1,024	13.38%	-0.11%	0.99
Bloomfield	16,982	61.51%	1,049	80.46%	18.95%	1.31
Branford	23,532	8.49%	1,894	8.03%	-0.46%	0.95
Bridgeport	109,401	73.25%	2,678	73.86%	0.61%	1.01
Bristol	48,439	12.71%	2,273	24.68%	11.97%	1.94
Brookfield	12,847	8.11%	742	9.43%	1.32%	1.16
Canton	7,992	3.25%	268	4.48%	1.22%	1.38
Cheshire	21,049	8.62%	4,288	19.85%	11.22%	2.30
Clinton	10,540	6.12%	2,288	12.28%	6.16%	2.01
Coventry	9,779	3.79%	725	4.00%	0.21%	1.05
Cromwell	11,357	10.57%	431	12.53%	1.96%	1.19
Danbury	64,361	38.64%	1,330	52.26%	13.62%	1.35
Darien	14,004	7.17%	710	6.90%	-0.27%	0.96
Derby	10,391	20.56%	499	35.67%	15.12%	1.74
East Hampton	10,255	4.60%	280	3.57%	-1.03%	0.78
East Hartford	40,229	51.63%	3,832	75.21%	23.58%	1.46
East Haven	24,114	13.98%	1,531	18.55%	4.57%	1.33
East Windsor	9,164	14.58%	206	20.39%	5.81%	1.40
Easton	5,553	5.56%	166	2.41%	-3.15%	0.43
Enfield	33,218	8.65%	6,291	17.88%	9.23%	2.07
Fairfield	45,567	10.00%	1,779	11.02%	1.02%	1.10
Farmington	20,318	12.59%	892	17.60%	5.01%	1.40
Glastonbury	26,217	11.81%	1,856	14.76%	2.96%	1.25
Granby	8,716	3.19%	291	4.47%	1.28%	1.40
Greenwich	46,370	17.95%	1,672	21.11%	3.16%	1.18
Groton City*	7,960	26.90%	440	35.00%	8.10%	1.30
Groton Long Point*	2,030	0.00%	31	0.00%	0.00%	0
Groton Town	31,520	20.39%	1,706	23.80%	3.41%	1.17
Guilford	17,672	5.67%	2,311	5.88%	0.21%	1.04
Hamden	50,012	30.92%	1,539	44.05%	13.14%	1.42
Hartford	93,669	80.76%	4,282	72.40%	-8.36%	0.90
Ledyard	11,527	13.40%	386	19.43%	6.03%	1.45
Madison	14,073	4.26%	1,586	4.22%	-0.03%	0.99
Manchester	46,667	27.95%	5,598	41.55%	13.60%	1.49
Meriden	47,445	34.86%	1,430	50.56%	15.70%	1.45
Middlebury	5,843	5.58%	16	0.00%	-5.58%	0.00
Middletown	38,747	23.49%	1,509	36.91%	13.42%	1.57
Milford	43,135	11.62%	1,290	11.63%	0.01%	1.00
Monroe	14,918	7.56%	1,430	5.80%	-1.76%	0.77
Naugatuck	25,099	15.18%	2,309	19.36%	4.18%	1.28
New Britain	57,164	45.00%	4,709	66.51%	21.51%	1.48
New Canaan	14,138	7.15%	2,061	9.56%	2.41%	1.34
New Haven	100,702	62.82%	11,123	79.28%	16.46%	1.26
New London	21,835	43.57%	1,786	59.80%	16.23%	1.37

*Census populations within the political sub-division are used as the basis for the benchmark.

Table II.B.6/II.B.7 a: Ratio of Minority Resident Population to Minority Resident Stops (Sorted Alphabetically)
2015-2016

Department Name	Number of Residents	Minority Residents	Resident Stops	Minority Resident Stops	Difference	Ratio
New Milford	21,891	9.69%	1,398	14.95%	5.26%	1.54
Newington	24,978	14.51%	1,494	20.28%	5.77%	1.40
Newtown	20,171	5.76%	1,594	4.77%	-0.99%	0.83
North Branford	11,549	5.02%	334	4.79%	-0.23%	0.95
North Haven	19,608	10.51%	692	9.10%	-1.41%	0.87
Norwalk	68,034	40.80%	1,720	50.93%	10.13%	1.25
Norwich	31,638	29.09%	3,043	45.97%	16.88%	1.58
Old Saybrook	8,330	5.15%	948	7.70%	2.55%	1.50
Orange	11,017	10.75%	466	10.09%	-0.66%	0.94
Plainfield	11,918	5.32%	835	7.43%	2.11%	1.40
Plainville	14,605	10.00%	1,057	14.00%	4.00%	1.40
Plymouth	9,660	2.47%	650	5.85%	3.37%	2.36
Portland	7,480	4.63%	75	12.00%	7.37%	2.59
Putnam	7,507	3.37%	955	5.65%	2.28%	1.68
Redding	6,955	4.37%	251	5.18%	0.81%	1.18
Ridgefield	18,111	7.29%	2,348	6.64%	-0.64%	0.91
Rocky Hill	16,224	17.20%	1,244	14.31%	-2.89%	0.83
Seymour	13,260	9.77%	1,285	9.81%	0.04%	1.00
Shelton	32,010	10.83%	392	9.69%	-1.14%	0.90
Simsbury	17,773	7.65%	1,660	8.13%	0.49%	1.06
South Windsor	20,162	14.60%	1,242	17.87%	3.27%	1.22
Southington	34,301	6.17%	2,215	5.15%	-1.03%	0.83
Stamford	98,070	43.86%	2,758	49.31%	5.45%	1.12
Stonington	15,078	4.35%	894	5.37%	1.02%	1.23
Stratford	40,980	27.20%	888	44.59%	17.40%	1.64
Suffield	10,782	4.91%	318	5.97%	1.06%	1.22
Thomaston	6,224	2.09%	183	3.83%	1.74%	1.83
Torrington	29,251	11.02%	4,124	16.00%	4.99%	1.45
Trumbull	27,678	11.91%	464	13.58%	1.67%	1.14
Vernon	23,800	14.05%	1,700	26.29%	12.24%	1.87
Wallingford	36,530	11.14%	3,666	13.15%	2.01%	1.18
Waterbury	83,964	48.10%	2,177	65.96%	17.86%	1.37
Waterford	15,760	9.85%	1,109	11.27%	1.42%	1.14
Watertown	18,154	5.82%	524	6.87%	1.05%	1.18
West Hartford	49,650	21.79%	1,676	31.68%	9.90%	1.45
West Haven	44,518	37.60%	3,402	44.74%	7.14%	1.19
Weston	7,255	7.26%	156	3.85%	-3.42%	0.53
Westport	19,410	8.28%	1,719	5.35%	-2.93%	0.65
Wethersfield	21,607	12.47%	1,052	35.27%	22.80%	2.83
Willimantic	20,176	34.55%	1,165	57.85%	23.30%	1.67
Wilton	12,973	8.09%	1,119	10.01%	1.92%	1.24
Windsor	23,222	43.92%	1,878	62.94%	19.02%	1.43
Windsor Locks	10,117	12.73%	703	16.93%	4.20%	1.33
Winsted	9,133	6.12%	356	8.99%	2.87%	1.47
Wolcott	13,175	5.43%	146	6.16%	0.74%	1.14
Woodbridge	7,119	12.82%	197	11.68%	-1.15%	0.91

*Census populations within the political sub-division are used as the basis for the benchmark.

Table II.B.6/II.B.7 b: Ratio of Black Resident Population to Black Resident Stops (Sorted Alphabetically)
2015-2016

Department Name	Number of Residents	Black Residents	Resident Stops	Black Resident Stops	Difference	Ratio
Ansonia	14,979	9.74%	2,009	17.37%	7.63%	1.78
Avon	13,855	1.41%	261	1.53%	0.12%	1.08
Berlin	16,083	0.65%	1,352	2.51%	1.86%	3.85
Bethel	14,675	1.74%	1,024	2.64%	0.90%	1.52
Bloomfield	16,982	54.76%	1,049	74.83%	20.07%	1.37
Branford	23,532	1.76%	1,894	2.96%	1.19%	1.68
Bridgeport	109,401	31.82%	2,678	41.15%	9.33%	1.29
Bristol	48,439	3.24%	2,273	10.07%	6.84%	3.11
Brookfield	12,847	1.05%	742	3.23%	2.18%	3.08
Canton	7,992	0.00%	268	0.75%	0.75%	N/A
Cheshire	21,049	1.27%	4,288	9.63%	8.36%	7.56
Clinton	10,540	0.00%	2,288	2.58%	2.58%	N/A
Coventry	9,779	0.79%	725	1.38%	0.59%	1.75
Cromwell	11,357	3.69%	431	9.51%	5.82%	2.58
Danbury	64,361	6.42%	1,330	12.86%	6.43%	2.00
Darien	14,004	0.00%	710	1.83%	1.83%	N/A
Derby	10,391	6.03%	499	15.23%	9.20%	2.52
East Hampton	10,255	1.10%	280	1.43%	0.33%	1.30
East Hartford	40,229	22.52%	3,832	42.30%	19.79%	1.88
East Haven	24,114	2.47%	1,531	4.31%	1.84%	1.74
East Windsor	9,164	5.96%	206	13.59%	7.63%	2.28
Easton	5,553	0.00%	166	0.60%	0.60%	N/A
Enfield	33,218	2.63%	6,291	9.51%	6.87%	3.61
Fairfield	45,567	1.73%	1,779	3.88%	2.14%	2.24
Farmington	20,318	2.20%	892	5.61%	3.40%	2.54
Glastonbury	26,217	1.80%	1,856	3.29%	1.48%	1.82
Granby	8,716	0.92%	291	2.75%	1.83%	3.00
Greenwich	46,370	2.03%	1,672	4.37%	2.33%	2.15
Groton City*	7,960	7.70%	440	15.00%	7.30%	1.95
Groton Long Point*	2,030	0.00%	31	0.00%	0.00%	N/A
Groton Town	31,520	6.07%	1,706	12.49%	6.42%	2.06
Guilford	17,672	0.70%	2,311	1.04%	0.34%	1.48
Hamden	50,012	18.28%	1,539	34.70%	16.42%	1.90
Hartford	93,669	35.80%	4,282	41.97%	6.17%	1.17
Ledyard	11,527	3.10%	386	10.88%	7.78%	3.51
Madison	14,073	0.49%	1,586	0.95%	0.46%	1.93
Manchester	46,667	10.15%	5,598	23.78%	13.62%	2.34
Meriden	47,445	7.80%	1,430	12.66%	4.86%	1.62
Middlebury	5,843	0.00%	16	0.00%	0.00%	N/A
Middletown	38,747	11.68%	1,509	23.79%	12.11%	2.04
Milford	43,135	2.23%	1,290	4.19%	1.95%	1.87
Monroe	14,918	1.32%	1,430	2.17%	0.85%	1.64
Naugatuck	25,099	4.11%	2,309	8.10%	3.99%	1.97
New Britain	57,164	10.67%	4,709	18.35%	7.68%	1.72
New Canaan	14,138	1.06%	2,061	2.47%	1.41%	2.33
New Haven	100,702	32.16%	11,123	49.39%	17.23%	1.54
New London	21,835	15.18%	1,786	23.85%	8.67%	1.57

*Census populations within the political sub-division are used as the basis for the benchmark.

Table II.B.6/II.B.7 b: Ratio of Black Resident Population to Black Resident Stops (Sorted Alphabetically)
2015-2016

Department Name	Number of Residents	Black Residents	Resident Stops	Black Resident Stops	Difference	Ratio
New Milford	21,891	1.69%	1,398	3.72%	2.03%	2.21
Newington	24,978	2.99%	1,494	5.76%	2.76%	1.92
Newtown	20,171	0.68%	1,594	0.50%	-0.18%	0.74
North Branford	11,549	1.33%	334	2.10%	0.76%	1.57
North Haven	19,608	2.91%	692	4.62%	1.71%	1.59
Norwalk	68,034	13.13%	1,720	24.01%	10.88%	1.83
Norwich	31,638	8.96%	3,043	26.06%	17.10%	2.91
Old Saybrook	8,330	0.00%	948	1.48%	1.48%	N/A
Orange	11,017	1.31%	466	2.58%	1.27%	1.97
Plainfield	11,918	0.96%	835	3.23%	2.27%	3.35
Plainville	14,605	2.73%	1,057	5.20%	2.47%	1.90
Plymouth	9,660	0.00%	650	2.46%	2.46%	N/A
Portland	7,480	1.87%	75	6.67%	4.80%	3.56
Putnam	7,507	1.17%	955	2.72%	1.55%	2.32
Redding	6,955	0.00%	251	1.59%	1.59%	N/A
Ridgefield	18,111	0.77%	2,348	1.06%	0.30%	1.39
Rocky Hill	16,224	3.77%	1,244	7.64%	3.87%	2.03
Seymour	13,260	2.25%	1,285	3.89%	1.64%	1.73
Shelton	32,010	2.07%	392	3.32%	1.25%	1.60
Simsbury	17,773	1.46%	1,660	2.71%	1.25%	1.85
South Windsor	20,162	3.68%	1,242	6.76%	3.09%	1.84
Southington	34,301	1.34%	2,215	2.21%	0.88%	1.66
Stamford	98,070	12.86%	2,758	20.78%	7.92%	1.62
Stonington	15,078	0.82%	894	1.90%	1.09%	2.33
Stratford	40,980	12.76%	888	26.80%	14.05%	2.10
Suffield	10,782	1.40%	318	1.26%	-0.14%	0.90
Thomaston	6,224	0.00%	183	1.64%	1.64%	N/A
Torrington	29,251	2.12%	4,124	4.90%	2.78%	2.31
Trumbull	27,678	2.90%	464	6.47%	3.57%	2.23
Vernon	23,800	4.70%	1,700	15.18%	10.48%	3.23
Wallingford	36,530	1.34%	3,666	3.27%	1.94%	2.45
Waterbury	83,964	17.37%	2,177	34.08%	16.71%	1.96
Waterford	15,760	2.29%	1,109	4.51%	2.22%	1.97
Watertown	18,154	1.24%	524	3.44%	2.20%	2.77
West Hartford	49,650	5.65%	1,676	9.43%	3.77%	1.67
West Haven	44,518	17.70%	3,402	23.05%	5.34%	1.30
Weston	7,255	1.25%	156	0.64%	-0.61%	0.51
Westport	19,410	1.22%	1,719	1.51%	0.30%	1.24
Wethersfield	21,607	2.75%	1,052	10.74%	7.99%	3.91
Willimantic	20,176	4.08%	1,165	6.95%	2.87%	1.70
Wilton	12,973	1.01%	1,119	1.70%	0.69%	1.68
Windsor	23,222	32.20%	1,878	52.40%	20.20%	1.63
Windsor Locks	10,117	4.27%	703	8.25%	3.98%	1.93
Winsted	9,133	1.04%	356	4.78%	3.74%	4.59
Wolcott	13,175	1.53%	146	2.05%	0.52%	1.34
Woodbridge	7,119	1.94%	197	2.54%	0.60%	1.31

*Census populations within the political sub-division are used as the basis for the benchmark.

Table II.B.6/II.B.7 c: Ratio of Hispanic Resident Population to Hispanic Resident Stops (Sorted Alphabetically)
2015-2016

Department Name	Number of Residents	Hispanic Residents	Resident Stops	Hispanic Resident Stops	Difference	Ratio
Ansonia	14,979	14.03%	2,009	13.39%	-0.64%	0.95
Avon	13,855	2.76%	261	1.92%	-0.84%	0.69
Berlin	16,083	2.67%	1,352	3.25%	0.58%	1.22
Bethel	14,675	6.65%	1,024	8.11%	1.45%	1.22
Bloomfield	16,982	4.78%	1,049	4.48%	-0.30%	0.94
Branford	23,532	3.45%	1,894	4.12%	0.67%	1.19
Bridgeport	109,401	36.20%	2,678	30.77%	-5.43%	0.85
Bristol	48,439	7.65%	2,273	13.46%	5.81%	1.76
Brookfield	12,847	3.79%	742	4.72%	0.93%	1.24
Canton	7,992	1.94%	268	1.49%	-0.45%	0.77
Cheshire	21,049	2.35%	4,288	7.98%	5.63%	3.39
Clinton	10,540	4.41%	2,288	8.30%	3.89%	1.88
Coventry	9,779	2.21%	725	2.21%	0.00%	1.00
Cromwell	11,357	3.90%	431	1.62%	-2.28%	0.42
Danbury	64,361	23.25%	1,330	38.42%	15.17%	1.65
Darien	14,004	3.49%	710	2.68%	-0.82%	0.77
Derby	10,391	12.37%	499	19.84%	7.47%	1.60
East Hampton	10,255	2.02%	280	1.79%	-0.23%	0.88
East Hartford	40,229	22.91%	3,832	31.42%	8.51%	1.37
East Haven	24,114	8.43%	1,531	12.54%	4.11%	1.49
East Windsor	9,164	4.34%	206	6.80%	2.45%	1.56
Easton	5,553	2.56%	166	1.20%	-1.35%	0.47
Enfield	33,218	4.00%	6,291	6.82%	2.82%	1.71
Fairfield	45,567	4.51%	1,779	5.06%	0.54%	1.12
Farmington	20,318	3.20%	892	2.80%	-0.40%	0.87
Glastonbury	26,217	3.60%	1,856	4.58%	0.98%	1.27
Granby	8,716	1.39%	291	0.69%	-0.70%	0.50
Greenwich	46,370	9.15%	1,672	12.02%	2.87%	1.31
Groton City*	7,960	11.80%	440	18.41%	6.61%	1.56
Groton Long Point*	2,030	0.00%	31	0.00%	0.00%	0
Groton Town	31,520	7.40%	1,706	7.44%	0.04%	1.00
Guilford	17,672	2.90%	2,311	2.08%	-0.83%	0.72
Hamden	50,012	7.58%	1,539	8.06%	0.48%	1.06
Hartford	93,669	41.02%	4,282	29.54%	-11.47%	0.72
Ledyard	11,527	4.57%	386	4.40%	-0.17%	0.96
Madison	14,073	1.73%	1,586	1.58%	-0.15%	0.91
Manchester	46,667	9.89%	5,598	14.40%	4.50%	1.46
Meriden	47,445	24.86%	1,430	36.92%	12.06%	1.49
Middlebury	5,843	2.22%	16	0.00%	-2.22%	0.00
Middletown	38,747	6.77%	1,509	11.53%	4.76%	1.70
Milford	43,135	4.45%	1,290	4.42%	-0.03%	0.99
Monroe	14,918	4.30%	1,430	2.45%	-1.86%	0.57
Naugatuck	25,099	7.77%	2,309	10.35%	2.58%	1.33
New Britain	57,164	31.75%	4,709	46.74%	14.99%	1.47
New Canaan	14,138	2.69%	2,061	2.72%	0.03%	1.01
New Haven	100,702	24.79%	11,123	29.00%	4.22%	1.17
New London	21,835	25.08%	1,786	34.88%	9.80%	1.39

*Census populations within the political sub-division are used as the basis for the benchmark.

Table II.B.6/II.B.7 c: Ratio of Hispanic Resident Population to Hispanic Resident Stops (Sorted Alphabetically)
2015-2016

Department Name	Number of Residents	Hispanic Residents	Resident Stops	Hispanic Resident Stops	Difference	Ratio
New Milford	21,891	5.46%	1,398	9.30%	3.84%	1.70
Newington	24,978	6.39%	1,494	10.84%	4.46%	1.70
Newtown	20,171	2.86%	1,594	2.13%	-0.73%	0.74
North Branford	11,549	2.31%	334	2.10%	-0.22%	0.91
North Haven	19,608	3.26%	692	1.73%	-1.53%	0.53
Norwalk	68,034	22.67%	1,720	26.22%	3.55%	1.16
Norwich	31,638	10.59%	3,043	15.97%	5.38%	1.51
Old Saybrook	8,330	2.93%	948	3.90%	0.97%	1.33
Orange	11,017	2.54%	466	2.15%	-0.40%	0.84
Plainfield	11,918	3.33%	835	3.71%	0.38%	1.11
Plainville	14,605	5.18%	1,057	7.10%	1.91%	1.37
Plymouth	9,660	2.47%	650	2.92%	0.45%	1.18
Portland	7,480	2.75%	75	4.00%	1.25%	1.45
Putnam	7,507	2.20%	955	2.20%	0.00%	1.00
Redding	6,955	2.37%	251	2.79%	0.42%	1.18
Ridgefield	18,111	3.46%	2,348	2.09%	-1.38%	0.60
Rocky Hill	16,224	4.65%	1,244	3.70%	-0.96%	0.79
Seymour	13,260	5.53%	1,285	4.90%	-0.63%	0.89
Shelton	32,010	5.17%	392	4.85%	-0.32%	0.94
Simsbury	17,773	2.61%	1,660	2.29%	-0.32%	0.88
South Windsor	20,162	3.62%	1,242	4.11%	0.49%	1.14
Southington	34,301	2.80%	2,215	2.12%	-0.68%	0.76
Stamford	98,070	22.87%	2,758	25.31%	2.43%	1.11
Stonington	15,078	1.91%	894	2.01%	0.10%	1.05
Stratford	40,980	11.92%	888	15.32%	3.39%	1.28
Suffield	10,782	2.20%	318	2.52%	0.32%	1.14
Thomaston	6,224	2.09%	183	2.19%	0.10%	1.05
Torrington	29,251	6.92%	4,124	9.19%	2.27%	1.33
Trumbull	27,678	5.06%	464	4.96%	-0.10%	0.98
Vernon	23,800	5.21%	1,700	9.41%	4.20%	1.80
Wallingford	36,530	6.71%	3,666	8.32%	1.61%	1.24
Waterbury	83,964	27.54%	2,177	30.82%	3.29%	1.12
Waterford	15,760	4.07%	1,109	3.79%	-0.29%	0.93
Watertown	18,154	2.99%	524	3.24%	0.26%	1.09
West Hartford	49,650	8.78%	1,676	13.42%	4.64%	1.53
West Haven	44,518	15.96%	3,402	20.49%	4.53%	1.28
Weston	7,255	3.06%	156	1.92%	-1.14%	0.63
Westport	19,410	3.19%	1,719	1.57%	-1.62%	0.49
Wethersfield	21,607	7.10%	1,052	22.91%	15.80%	3.22
Willimantic	20,176	28.88%	1,165	50.04%	21.16%	1.73
Wilton	12,973	2.74%	1,119	4.20%	1.46%	1.53
Windsor	23,222	7.33%	1,878	7.77%	0.44%	1.06
Windsor Locks	10,117	3.46%	703	4.98%	1.52%	1.44
Winsted	9,133	4.28%	356	3.93%	-0.35%	0.92
Wolcott	13,175	2.83%	146	2.74%	-0.09%	0.97
Woodbridge	7,119	2.68%	197	4.57%	1.89%	1.70

*Census populations within the political sub-division are used as the basis for the benchmark.

Table II.B.8: Departments with Disparities Relative to Descriptive Benchmarks (Sorted by Total Score)
2015-2016

Department Name	State Average			EDP			Resident Population			Total
	M	B	H	M	B	H	M	B	H	
Wethersfield	30.59%	10.44%	19.86%	26.63%	13.17%	14.85%	22.80%	7.99%	15.80%	8.5
East Hartford	12.24%	11.62%		26.23%	20.10%		23.58%	19.79%		6.0
Stratford	20.83%	12.98%		15.77%	11.53%		17.40%	14.05%		6.0
Darien	19.72%		13.83%	19.39%	9.21%	12.02%				4.5
Trumbull	20.07%	12.35%		17.26%	12.30%	6.46%				4.5
New Britain				17.68%		12.96	21.51%		14.99%	4.0
Manchester				10.95%	11.21%		13.60%	13.62%		4.0
New Haven				14.25%	12.98%		16.46%	17.23%		4.0
Newington	17.72%		13.17%	11.47%	5.05%	8.52%				4.0
Windsor				16.53%	15.15%		19.02%	20.20%		4.0
Orange	18.60%	12.56%		10.86%	9.90%					3.5
Wolcott	14.73%		12.47%	14.44%		9.35%				3.5
Norwich					10.75%		16.88%	17.10%		3.0
Hamden					11.60%		13.14%	16.42%		3.0
Bloomfield					11.89%		18.95%	20.07%		3.0
Fairfield	15.39%			12.42%	8.85%					2.5
Danbury							13.62%	6.43%	15.17%	2.5
Middletown					8.14%		13.42%	12.11%		2.5
Vernon					5.31%		12.24%	10.48%		2.5
Woodbridge	11.71%	11.19%			8.54%					2.5
West Hartford	12.76%			10.87%						2.0
Derby					6.05%		15.12%	9.20%		2.0
Waterbury							17.86%	16.71%		2.0
Bristol							11.97%	6.84%	5.81%	2.0
Cheshire							11.22%	8.36%	5.63%	2.0
Hartford				14.65%	14.22%					2.0
Meriden							15.70%		12.06%	2.0
Middlebury				11.36%	6.46%	8.09%				2.0
Norwalk							10.13%	10.88%		2.0
Willimantic							23.30%		21.16%	2.0
Wilton	14.18%		10.13%							2.0
Berlin	14.41%									1.0
New London							16.23%			1.0
Bridgeport					11.24%					1.0
Cromwell					5.28%			5.82%		1.0
Enfield							9.23%	6.87%		1.0
Groton Town					5.85%			7.38%		1.0
Ledyard					8.73%			7.78%		1.0
Portland				6.17%			7.37%			1.0
Redding				9.31%		6.67%				1.0
New Milford						5.19%				0.5
Groton City*								7.30%		0.5
New Canaan						5.60%				0.5
Watertown					5.62%					0.5
Ansonia								7.63%		0.5
Avon					5.58%					0.5
Clinton							6.16%			0.5
East Windsor								7.63%		0.5
North Haven					6.15%					0.5
Plymouth				5.90%						0.5
Ridgefield						5.12%				0.5
South Windsor					7.05%					0.5

Table II.C.5.1: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops
2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ansonia	Coefficient	0.05	0.016	0.355*	0.175
	SE	(0.181)	(0.188)	(0.185)	(0.146)
	ESS	1,094	1,067	1,056	1,309
Avon	Coefficient	-0.023	0.175	14.752***	0.799
	SE	(0.681)	(0.9)	(0.999)	(0.748)
	ESS	252	151	138	274
Berlin	Coefficient	1.101***	1.224***	0.518**	0.715***
	SE	(0.317)	(0.37)	(0.237)	(0.209)
	ESS	1,291	1,232	1,327	1,474
Bethel	Coefficient	-0.039	0.237	0.392	0.36
	SE	(0.443)	(0.533)	(0.379)	(0.32)
	ESS	670	597	697	818
Bloomfield	Coefficient	-0.266	-0.218	-0.677*	-0.256
	SE	(0.185)	(0.187)	(0.378)	(0.181)
	ESS	934	914	418	975
Branford	Coefficient	0.216	0.218	-0.04	0.094
	SE	(0.333)	(0.355)	(0.399)	(0.271)
	ESS	1,189	1,148	1,007	1,261
Bridgeport	Coefficient	-0.865***	-0.870***	-0.673**	-0.780***
	SE	(0.232)	(0.236)	(0.263)	(0.224)
	ESS	842	823	689	1,190
Bristol	Coefficient	0.446**	0.362*	0.15	0.214
	SE	(0.196)	(0.209)	(0.174)	(0.143)
	ESS	1,672	1,642	1,712	1,886
Brookfield	Coefficient	-1.401**	-1.400*	0.297	-0.201
	SE	(0.695)	(0.767)	(0.523)	(0.443)
	ESS	403	272	531	567
Capitol Police	Coefficient	-1.847*	-37.71	2.856**	0.684
	SE	(1.015)	(.)	(1.237)	(0.73)
	ESS	51	29	54	66
Central CT State University	Coefficient	0.464	0.364	0.403	0.402*
	SE	(0.288)	(0.294)	(0.299)	(0.231)
	ESS	562	549	547	677
Canton	Coefficient	-0.925	-1.125	0.915	0.249
	SE	(1.029)	(1.083)	(0.89)	(0.637)
	ESS	174	139	62	200
Cheshire	Coefficient	-0.16	-0.302	0.408*	0.086
	SE	(0.22)	(0.236)	(0.242)	(0.179)
	ESS	1,295	1,235	1,253	1,418
Clinton	Coefficient	-0.204	0.017	-0.17	-0.112
	SE	(0.495)	(0.799)	(0.442)	(0.391)
	ESS	498	231	608	650
Coventry	Coefficient	-0.234	-1.816**	-0.612	-0.865
	SE	(0.735)	(0.754)	(0.728)	(0.538)
	ESS	203	158	141	250
Cromwell	Coefficient	-0.892*	-0.900*	-1.789	-1.018**
	SE	(0.479)	(0.507)	(1.114)	(0.471)
	ESS	322	314	89	327

Table II.C.5.1: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops
2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Department of Motor Vehicle	Coefficient	-0.424	-0.162	-0.157	0.016
	SE	(0.462)	(0.452)	(0.572)	(0.386)
	ESS	318	308	280	356
Danbury	Coefficient	-0.266	-0.296	-0.049	-0.083
	SE	(0.315)	(0.333)	(0.2)	(0.188)
	ESS	594	581	865	948
Darien	Coefficient	-0.105	-0.023	0.295	0.18
	SE	(0.278)	(0.305)	(0.258)	(0.212)
	ESS	710	688	753	870
Derby	Coefficient	-0.385	-0.239	-0.463	-0.363
	SE	(0.311)	(0.326)	(0.303)	(0.24)
	ESS	707	699	692	823
Eastern CT State University	Coefficient	1.921	1.905	17.664***	2.138
	SE	(1.505)	(1.51)	(1.731)	(1.35)
	ESS	25	24	9	27
East Hampton	Coefficient	84.265			
	SE	(.)	(.)	(.)	(.)
	ESS	7			
East Hartford	Coefficient	-0.191	-0.197	0.033	-0.11
	SE	(0.208)	(0.21)	(0.237)	(0.189)
	ESS	820	804	653	1,104
East Haven	Coefficient	-0.326	-0.275	-0.058	-0.141
	SE	(0.279)	(0.297)	(0.223)	(0.189)
	ESS	782	770	881	980
East Windsor	Coefficient	-0.832*	-0.826*	0.381	-0.593
	SE	(0.47)	(0.492)	(1.018)	(0.439)
	ESS	273	265	146	286
Easton	Coefficient		2.360*	0.779	
	SE	(.)	(1.342)	(0.851)	(.)
	ESS	26	83	107	
Enfield	Coefficient	-0.066	-0.06	0.272	0.073
	SE	(0.132)	(0.148)	(0.169)	(0.117)
	ESS	3,308	3,205	3,161	3,467
Fairfield	Coefficient	-0.209*	-0.063	-0.124	-0.101
	SE	(0.123)	(0.134)	(0.139)	(0.105)
	ESS	2,521	2,429	2,403	2,841
Farmington	Coefficient	0.218	0.178	0.056	0.112
	SE	(0.232)	(0.301)	(0.292)	(0.224)
	ESS	1,375	1,291	1,261	1,431
Glastonbury	Coefficient	-0.578**	-0.313	0.257	
	SE	(0.258)	(0.336)	(0.301)	(0.23)
	ESS	1,397	1,330	1,355	1,464
Granby	Coefficient	-0.207	-0.505		0.122
	SE	(0.827)	(0.991)	(.)	(0.838)
	ESS	128	107	76	146
Greenwich	Coefficient	-0.014	0.069	0.062	0.032
	SE	(0.2)	(0.257)	(0.182)	(0.16)
	ESS	1,261	1,156	1,295	1,445

Table II.C.5.1: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops
2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Groton City	Coefficient	-0.185	-0.778	-0.459	-0.486
	SE	(0.519)	(0.628)	(0.673)	(0.476)
	ESS	279	223	252	316
Groton Town	Coefficient	0.445	0.506	-0.382	0.139
	SE	(0.383)	(0.417)	(0.434)	(0.319)
	ESS	355	342	288	389
Guilford	Coefficient	-0.161	-0.047	-0.12	-0.089
	SE	(0.33)	(0.523)	(0.415)	(0.325)
	ESS	1,339	1,005	1,256	1,438
Hamden	Coefficient	-0.1	-0.14	0.51	-0.009
	SE	(0.218)	(0.221)	(0.326)	(0.207)
	ESS	1,075	1,061	738	1,184
Hartford	Coefficient	-0.314	-0.304	-0.02	-0.156
	SE	(0.239)	(0.24)	(0.264)	(0.227)
	ESS	772	762	555	1,037
Ledyard	Coefficient	-0.619	-0.471	-0.022	-0.442
	SE	(0.871)	(1.021)	(0.967)	(0.718)
	ESS	321	298	191	331
Madison	Coefficient	-0.552	-0.486	0.387	0.08
	SE	(0.451)	(0.568)	(0.502)	(0.381)
	ESS	770	642	829	967
Manchester	Coefficient	0.137	0.209**	0.105	0.173*
	SE	(0.099)	(0.105)	(0.125)	(0.089)
	ESS	3,230	3,096	2,710	3,655
Mashantucket Pequot Police	Coefficient	0.138*			
	SE	(0.075)	(.)	(.)	(.)
	ESS	5,766			
Meriden	Coefficient	1.009**	0.958**	0.209	0.305
	SE	(0.445)	(0.447)	(0.29)	(0.264)
	ESS	332	328	443	501
Middletown	Coefficient	0.987**	0.828*	-0.171	0.383
	SE	(0.465)	(0.464)	(0.485)	(0.37)
	ESS	285	279	197	322
Milford	Coefficient	-0.24	-0.355	-0.062	-0.205
	SE	(0.303)	(0.323)	(0.339)	(0.246)
	ESS	785	756	749	846
Mohegan Tribal Police	Coefficient	-0.144			
	SE	(0.177)	(.)	(.)	(.)
	ESS	1,535			
Monroe	Coefficient	-0.440*	-0.344	0.527**	0.133
	SE	(0.25)	(0.277)	(0.261)	(0.197)
	ESS	1,393	1,347	1,353	1,489
Naugatuck	Coefficient	-0.094	-0.253	-0.124	-0.19
	SE	(0.287)	(0.3)	(0.223)	(0.192)
	ESS	1,283	1,261	1,336	1,454
New Britain	Coefficient	0.157	0.096	-0.114	-0.036
	SE	(0.17)	(0.175)	(0.13)	(0.12)
	ESS	1,299	1,265	1,775	2,146

Table II.C.5.1: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops
2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
New Canaan	Coefficient	0.043	0.124	0.172	0.154
	SE	(0.221)	(0.266)	(0.229)	(0.181)
	ESS	1,713	1,642	1,702	1,846
New Haven	Coefficient	0.063	0.069	0.206***	0.122*
	SE	(0.071)	(0.072)	(0.077)	(0.065)
	ESS	6,073	5,961	4,678	8,076
New London	Coefficient	-0.159	-0.11	0.292	0.098
	SE	(0.221)	(0.235)	(0.206)	(0.172)
	ESS	920	873	974	1,155
New Milford	Coefficient	0.101	0.307	0.161	0.19
	SE	(0.388)	(0.436)	(0.309)	(0.266)
	ESS	783	727	844	920
Newington	Coefficient	0.068	0.05	-0.179	-0.094
	SE	(0.187)	(0.203)	(0.158)	(0.135)
	ESS	1,471	1,409	1,590	1,800
Newtown	Coefficient	0.064	0.205	0.820***	0.520**
	SE	(0.281)	(0.338)	(0.265)	(0.217)
	ESS	1,493	1,457	1,482	1,614
North Branford	Coefficient	2.808***	3.097***	0.349	2.190*
	SE	(1.067)	(1.142)	(1.705)	(1.209)
	ESS	135	115	20	148
North Haven	Coefficient	-0.052	0.155	0.131	0.147
	SE	(0.225)	(0.247)	(0.331)	(0.207)
	ESS	898	873	825	970
Norwalk	Coefficient	-0.134	-0.229	-0.492**	-0.352*
	SE	(0.214)	(0.218)	(0.221)	(0.18)
	ESS	811	791	763	1,013
Norwich	Coefficient	-0.331**	-0.237	0.443***	0.072
	SE	(0.146)	(0.153)	(0.17)	(0.123)
	ESS	1,648	1,592	1,510	1,861
Old Saybrook	Coefficient	0.995**	1.184***	-0.268	0.177
	SE	(0.437)	(0.442)	(0.378)	(0.302)
	ESS	868	734	942	1,009
Orange	Coefficient	-0.267	-0.395*	-0.076	-0.257
	SE	(0.193)	(0.203)	(0.238)	(0.166)
	ESS	1,211	1,167	1,095	1,341
Plainfield	Coefficient	-1.686	-1.796	-0.329	-0.95
	SE	(1.412)	(1.475)	(0.961)	(0.751)
	ESS	225	185	144	220
Plainville	Coefficient	0.343	0.039	0.481	0.282
	SE	(0.335)	(0.355)	(0.313)	(0.246)
	ESS	875	841	944	1,022
Plymouth	Coefficient	-0.748	-0.696	-0.439	-0.47
	SE	(0.574)	(0.586)	(0.467)	(0.37)
	ESS	488	473	405	559
Putnam	Coefficient	-2.167**	-1.913**	-1.943*	-1.717**
	SE	(0.927)	(0.911)	(1.082)	(0.686)
	ESS	135	98	97	215

Table II.C.5.1: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops 2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Redding	Coefficient	0.249	0.299	0.106	0.307
	SE	(0.664)	(0.837)	(0.587)	(0.484)
	ESS	135	120	201	232
Ridgefield	Coefficient	0.524*	0.285	0.905***	0.685***
	SE	(0.3)	(0.367)	(0.288)	(0.234)
	ESS	1,681	1,533	1,740	1,841
Rocky Hill	Coefficient	0.244	0.409	0.149	0.321
	SE	(0.269)	(0.3)	(0.297)	(0.221)
	ESS	1,052	1,024	1,002	1,128
Southern CT State University	Coefficient	-0.407	-0.442	-2.055	-0.737
	SE	(0.88)	(0.865)	(1.576)	(0.745)
	ESS	92	88	36	103
Seymour	Coefficient	-0.137	-0.256	0.296	0.111
	SE	(0.356)	(0.406)	(0.386)	(0.285)
	ESS	1,076	1,026	1,102	1,156
Shelton	Coefficient	-0.844	-1.245	-0.444	-0.074
	SE	(1.015)	(2.02)	(0.943)	(0.778)
	ESS	63	32	73	111
Simsbury	Coefficient	0.636	0.354	0.899	0.537
	SE	(0.486)	(0.55)	(0.675)	(0.424)
	ESS	1,002	980	804	1,044
South Windsor	Coefficient	-0.416*	-0.507*	0.680**	-0.027
	SE	(0.226)	(0.262)	(0.345)	(0.212)
	ESS	909	865	807	959
Southington	Coefficient	0.615*	0.419	0.644*	0.584**
	SE	(0.35)	(0.354)	(0.336)	(0.262)
	ESS	1,079	1,067	1,135	1,235
Stamford	Coefficient	-0.02	0.02	0.164	0.08
	SE	(0.159)	(0.169)	(0.162)	(0.131)
	ESS	1,501	1,432	1,520	1,876
Stonington	Coefficient	0.632	1.155	2.320**	1.457**
	SE	(0.702)	(1.156)	(1.061)	(0.737)
	ESS	261	183	113	294
Stratford	Coefficient	-0.477	-0.531	-0.47	-0.533*
	SE	(0.359)	(0.365)	(0.453)	(0.303)
	ESS	309	300	257	381
Suffield	Coefficient	-0.612	-0.556	-0.852	-0.771
	SE	(0.541)	(0.817)	(0.654)	(0.518)
	ESS	196	125	183	236
Thomaston	Coefficient	0.471	0.471	-1.172	-0.126
	SE	(0.958)	(0.958)	(1.214)	(0.737)
	ESS	89	89	65	142
Torrington	Coefficient	15.743***	15.895***	-2.014	14.930***
	SE	(1.529)	(1.421)	(1.999)	(1.413)
	ESS	32	27	31	66
Trumbull	Coefficient	-0.328	-0.231	-0.271	-0.25
	SE	(0.229)	(0.244)	(0.276)	(0.199)
	ESS	698	679	658	810

Table II.C.5.1: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops
2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
University of Connecticut	Coefficient	-0.231	-0.28	0.118	-0.202
	SE	(0.271)	(0.36)	(0.526)	(0.303)
	ESS	604	535	307	572
Vernon	Coefficient	0.046	0.032	-0.457	-0.19
	SE	(0.327)	(0.345)	(0.365)	(0.256)
	ESS	817	809	730	890
Wallingford	Coefficient	0.543***	0.473**	0.194	0.296**
	SE	(0.188)	(0.196)	(0.161)	(0.133)
	ESS	2,060	2,032	2,171	2,394
Waterbury	Coefficient	-0.061	-0.021	-0.245	-0.131
	SE	(0.312)	(0.316)	(0.326)	(0.261)
	ESS	469	463	457	641
Waterford	Coefficient	-0.181	-0.121	-0.064	-0.031
	SE	(0.22)	(0.251)	(0.243)	(0.187)
	ESS	1,327	1,271	1,289	1,438
Watertown	Coefficient	0.075	0.075	-0.272	-0.176
	SE	(0.662)	(0.662)	(0.412)	(0.364)
	ESS	318	318	412	457
West Hartford	Coefficient	-0.233*	-0.329**	-0.305**	-0.313***
	SE	(0.133)	(0.151)	(0.142)	(0.114)
	ESS	2,272	2,113	2,187	2,596
West Haven	Coefficient	-0.073	-0.041	0.174	0.08
	SE	(0.158)	(0.161)	(0.164)	(0.131)
	ESS	1,057	1,038	1,032	1,382
Westport	Coefficient	0.043	0.193	0.186	0.187
	SE	(0.205)	(0.232)	(0.227)	(0.17)
	ESS	1,712	1,643	1,668	1,846
Wethersfield	Coefficient	0.069	0.216	0.165	0.215
	SE	(0.24)	(0.246)	(0.211)	(0.184)
	ESS	609	592	691	840
Willimantic	Coefficient	-1.117*	-1.037*	0.406	0.183
	SE	(0.59)	(0.612)	(0.319)	(0.303)
	ESS	222	174	444	470
Wilton	Coefficient	0.012	0.079	-0.046	-0.01
	SE	(0.203)	(0.238)	(0.204)	(0.165)
	ESS	1,495	1,426	1,528	1,671
Windsor	Coefficient	0.221	0.198	-0.083	0.123
	SE	(0.174)	(0.18)	(0.274)	(0.166)
	ESS	1,069	1,015	653	1,165
Windsor Locks	Coefficient	0.093	0.183	-0.154	0.057
	SE	(0.317)	(0.329)	(0.459)	(0.283)
	ESS	587	572	493	626
Winsted	Coefficient	0.352	0.352	-0.431	-0.228
	SE	(1.144)	(1.144)	(1.154)	(0.808)
	ESS	83	83	90	155
Wolcott	Coefficient	0.155	0.548	-0.925	0.409
	SE	(1.053)	(1.089)	(1.236)	(0.953)
	ESS	54	51	56	96

Table II.C.5.1: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops
2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Woodbridge	Coefficient	0.545	0.305	1.289*	0.461
	SE	(0.417)	(0.432)	(0.74)	(0.394)
	ESS	470	449	324	485
Yale University	Coefficient	0.864	1.017	-149.184	0.384
	SE	(0.655)	(0.679)	(.)	(0.605)
	ESS	103	92	30	102
CSP Headquarters	Coefficient	-0.004	0.042	0.159	0.132
	SE	(0.156)	(0.166)	(0.207)	(0.141)
	ESS	2,775	2,668	2,513	3,033
CSP Troop A	Coefficient	-0.013	-0.012	-0.07	-0.043
	SE	(0.123)	(0.134)	(0.119)	(0.097)
	ESS	3,905	3,744	3,972	4,529
CSP Troop B	Coefficient	0.186	-0.021	0.701**	0.362
	SE	(0.29)	(0.357)	(0.305)	(0.24)
	ESS	1,916	1,790	1,797	2,014
CSP Troop C	Coefficient	0.128	0.121	0.098	0.115
	SE	(0.092)	(0.115)	(0.123)	(0.089)
	ESS	6,258	5,850	5,755	6,317
CSP Troop D	Coefficient	0.138	0.159	-0.028	0.027
	SE	(0.141)	(0.174)	(0.157)	(0.122)
	ESS	4,939	4,730	4,864	5,081
CSP Troop E	Coefficient	-0.037	-0.022	0.119	0.019
	SE	(0.093)	(0.112)	(0.13)	(0.089)
	ESS	5,496	5,220	5,095	5,655
CSP Troop F	Coefficient	-0.092	-0.022	0.229*	0.079
	SE	(0.117)	(0.134)	(0.135)	(0.1)
	ESS	5,325	5,155	5,097	5,586
CSP Troop G	Coefficient	0.11	0.108	0.144	0.119
	SE	(0.107)	(0.116)	(0.11)	(0.089)
	ESS	3,619	3,410	3,473	4,357
CSP Troop H	Coefficient	-0.15	-0.107	0.046	-0.028
	SE	(0.121)	(0.13)	(0.143)	(0.108)
	ESS	2,960	2,798	2,612	3,352
CSP Troop I	Coefficient	0.097	0.138	-0.043	0.057
	SE	(0.139)	(0.153)	(0.171)	(0.124)
	ESS	2,452	2,341	2,219	2,670
CSP Troop K	Coefficient	0.092	0.233	0.224	0.209*
	SE	(0.141)	(0.165)	(0.16)	(0.121)
	ESS	4,200	4,057	4,029	4,388
CSP Troop L	Coefficient	0.023	0.074	0.157	0.127
	SE	(0.234)	(0.269)	(0.252)	(0.186)
	ESS	2,791	2,751	2,817	2,964

Table II.C.5.2: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations
2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ansonia	Coefficient	0.196	0.154	0.251	0.174
	SE	(0.221)	(0.23)	(0.235)	(0.186)
	ESS	685	668	662	817
Avon	Coefficient	-0.204	1.267	15.240***	1.752*
	SE	(0.993)	(1.289)	(1.458)	(0.966)
	ESS	108	56	33	119
Berlin	Coefficient	1.769***	1.824***	0.558	1.000***
	SE	(0.469)	(0.527)	(0.347)	(0.292)
	ESS	549	525	542	644
Bethel	Coefficient	-0.130	0.202	0.519	0.465
	SE	(0.568)	(0.669)	(0.494)	(0.413)
	ESS	434	344	505	581
Bloomfield	Coefficient	-0.321	-0.284	-1.009**	-0.343
	SE	(0.226)	(0.227)	(0.459)	(0.22)
	ESS	631	618	274	660
Branford	Coefficient	0.658	0.699	1.354**	1.008**
	SE	(0.561)	(0.622)	(0.683)	(0.465)
	ESS	600	573	488	655
Bridgeport	Coefficient	-0.702**	-0.715**	-0.779**	-0.686**
	SE	(0.328)	(0.337)	(0.372)	(0.309)
	ESS	318	308	243	432
Bristol	Coefficient	0.690**	0.631**	0.365	0.481**
	SE	(0.278)	(0.295)	(0.276)	(0.217)
	ESS	835	819	839	925
Brookfield	Coefficient	-1.762*	-1.677*	0.032	-0.487
	SE	(0.945)	(0.971)	(0.667)	(0.543)
	ESS	196	150	298	320
Capitol Police	Coefficient	1.191	3.553**	1.371*	
	SE	(1.551)	(1.768)	(0.799)	(.)
	ESS	12	22	31	
Central CT State University	Coefficient	0.471	0.448	0.595	0.524*
	SE	(0.396)	(0.416)	(0.408)	(0.312)
	ESS	356	347	362	439
Canton	Coefficient	0.797	0.010	2.273	0.585
	SE	(0.834)	(1.033)	(1.545)	(0.935)
	ESS	55	37	20	56
Cheshire	Coefficient	-0.233	-0.237	0.145	-0.050
	SE	(0.296)	(0.325)	(0.33)	(0.242)
	ESS	765	667	707	798
Clinton	Coefficient	-0.180	0.222	0.678	0.567
	SE	(0.546)	(0.877)	(0.627)	(0.501)
	ESS	295	160	281	381
Coventry	Coefficient	1.784*	-14.118***	0.160	-0.378
	SE	(0.963)	(1.554)	(0.885)	(0.789)
	ESS	95	48	55	100
Cromwell	Coefficient	-0.739	-1.062	-3.317**	-1.358
	SE	(0.975)	(1.084)	(1.511)	(0.827)
	ESS	77	76	25	104

Table II.C.5.2: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations
2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Department of Motor Vehicle	Coefficient	-0.170	0.110	-0.041	0.243
	SE	(0.514)	(0.502)	(0.673)	(0.429)
	ESS	244	230	195	261
Danbury	Coefficient	-0.421	-0.341	-0.223	-0.230
	SE	(0.457)	(0.509)	(0.296)	(0.274)
	ESS	294	273	448	488
Darien	Coefficient	-0.112	0.103	0.392	0.155
	SE	(0.416)	(0.514)	(0.445)	(0.343)
	ESS	396	362	384	461
Derby	Coefficient	-0.439	-0.315	-0.465	-0.381
	SE	(0.444)	(0.46)	(0.416)	(0.337)
	ESS	323	319	302	379
Eatern CT State University	Coefficient	2.423			
	SE	(.)	(.)	(.)	(.)
	ESS	13			
East Hampton	Coefficient	0.000			
	SE	(.)	(.)	(.)	(.)
	ESS	3			
East Hartford	Coefficient	-0.405	-0.381	0.154	-0.166
	SE	(0.292)	(0.293)	(0.322)	(0.249)
	ESS	467	458	399	641
East Haven	Coefficient	-0.105	-0.056	-0.033	-0.033
	SE	(0.447)	(0.493)	(0.332)	(0.284)
	ESS	385	373	484	545
East Windsor	Coefficient	-0.609	-0.813	15.320***	-0.347
	SE	(0.778)	(0.82)	(1.169)	(0.697)
	ESS	122	117	49	137
Easton	Coefficient	0.000	17.927***	-0.166	
	SE	(.)	(1.705)	(1.494)	(.)
	ESS	22	35	52	
Enfield	Coefficient	-0.008	0.038	0.230	0.123
	SE	(0.157)	(0.176)	(0.22)	(0.143)
	ESS	2,325	2,255	2,195	2,406
Fairfield	Coefficient	-0.401**	-0.292	-0.364	-0.335**
	SE	(0.173)	(0.198)	(0.23)	(0.159)
	ESS	1,500	1,412	1,407	1,607
Farmington	Coefficient	0.379	0.241	0.058	0.102
	SE	(0.3)	(0.37)	(0.371)	(0.29)
	ESS	642	592	575	673
Glastonbury	Coefficient	-0.337	-0.033	-0.107	-0.053
	SE	(0.335)	(0.468)	(0.492)	(0.347)
	ESS	683	604	603	685
Granby	Coefficient	-1.124	-0.971	0.000	0.069
	SE	(1.121)	(1.118)	(.)	(0.948)
	ESS	68	66	27	80
Greenwich	Coefficient	-0.270	-0.332	-0.257	-0.296
	SE	(0.284)	(0.388)	(0.281)	(0.24)
	ESS	755	613	724	822

Table II.C.5.2: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations
2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Groton City	Coefficient	0.304	-0.533	0.135	-0.013
	SE	(0.646)	(0.792)	(0.8)	(0.616)
	ESS	138	82	146	181
Groton Town	Coefficient	0.843*	0.840	0.083	0.398
	SE	(0.51)	(0.587)	(0.576)	(0.428)
	ESS	198	188	185	229
Guilford	Coefficient	-0.105	-0.221	-0.348	-0.303
	SE	(0.429)	(0.74)	(0.459)	(0.397)
	ESS	938	654	821	957
Hamden	Coefficient	0.155	0.179	0.518	0.211
	SE	(0.362)	(0.37)	(0.556)	(0.341)
	ESS	308	306	171	330
Hartford	Coefficient	-0.458	-0.431	-0.120	-0.266
	SE	(0.289)	(0.29)	(0.337)	(0.282)
	ESS	421	419	307	576
Ledyard	Coefficient	-1.652	-1.737	0.243	-1.102
	SE	(1.063)	(1.324)	(1.154)	(0.939)
	ESS	215	192	104	234
Madison	Coefficient	-0.499	-0.723	1.225*	0.365
	SE	(0.442)	(0.525)	(0.653)	(0.415)
	ESS	568	483	607	715
Manchester	Coefficient	0.016	0.026	0.094	0.072
	SE	(0.143)	(0.153)	(0.173)	(0.128)
	ESS	1,445	1,358	1,244	1,619
Mashantucket Pequot Police	Coefficient	0.127			
	SE	(0.111)	(.)	(.)	(.)
	ESS	2,708			
Meriden	Coefficient	1.367*	1.367*	0.955*	0.891**
	SE	(0.731)	(0.731)	(0.504)	(0.419)
	ESS	124	124	183	223
Middletown	Coefficient	1.622**	1.356*	-0.277	0.713
	SE	(0.811)	(0.796)	(1.096)	(0.612)
	ESS	139	128	73	160
Milford	Coefficient	-0.001	-0.206	-0.855	-0.561
	SE	(0.664)	(0.642)	(0.626)	(0.483)
	ESS	211	121	180	228
Mohegan Tribal Police	Coefficient	-0.270			
	SE	(0.352)	(.)	(.)	(.)
	ESS	488			
Monroe	Coefficient	-0.305	-0.085	1.190***	0.593**
	SE	(0.349)	(0.39)	(0.445)	(0.296)
	ESS	741	723	690	799
Naugatuck	Coefficient	-0.466	-0.918*	-0.171	-0.353
	SE	(0.44)	(0.5)	(0.293)	(0.279)
	ESS	704	694	752	808
New Britain	Coefficient	0.413*	0.381	0.015	0.132
	SE	(0.226)	(0.234)	(0.185)	(0.17)
	ESS	635	614	857	1,037

Table II.C.5.2: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations 2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
New Canaan	Coefficient	-0.050	0.387	-0.254	-0.003
	SE	(0.34)	(0.445)	(0.359)	(0.294)
	ESS	748	638	719	834
New Haven	Coefficient	0.030	0.044	0.053	0.042
	SE	(0.092)	(0.093)	(0.102)	(0.084)
	ESS	3,269	3,202	2,623	4,244
New London	Coefficient	-0.052	0.034	0.245	0.127
	SE	(0.295)	(0.33)	(0.259)	(0.219)
	ESS	621	571	657	764
New Milford	Coefficient	0.563	1.039	0.486	0.574*
	SE	(0.597)	(0.725)	(0.388)	(0.341)
	ESS	558	486	569	645
Newington	Coefficient	-0.108	0.036	0.054	0.036
	SE	(0.291)	(0.333)	(0.29)	(0.232)
	ESS	660	603	700	790
Newtown	Coefficient	-0.048	0.017	0.925**	0.523*
	SE	(0.402)	(0.509)	(0.38)	(0.31)
	ESS	969	835	984	1,072
North Branford	Coefficient	0.713	0.630	2.067	
	SE	(1.462)	(1.795)	(1.513)	(.)
	ESS	21	13	22	
North Haven	Coefficient	0.060	0.042	-0.047	-0.038
	SE	(0.32)	(0.351)	(0.477)	(0.3)
	ESS	461	443	338	480
Norwalk	Coefficient	0.289	0.193	-0.205	0.065
	SE	(0.356)	(0.368)	(0.405)	(0.291)
	ESS	323	313	286	391
Norwich	Coefficient	-0.540***	-0.434**	0.570***	0.034
	SE	(0.19)	(0.198)	(0.207)	(0.153)
	ESS	1,126	1,084	1,046	1,266
Old Saybrook	Coefficient	0.642	0.934*	-0.998*	-0.277
	SE	(0.514)	(0.49)	(0.526)	(0.385)
	ESS	544	428	477	555
Orange	Coefficient	-0.021	-0.188	-0.278	-0.200
	SE	(0.266)	(0.281)	(0.35)	(0.23)
	ESS	717	687	635	792
Plainfield	Coefficient	-0.979	-1.204	-1.617	-1.174
	SE	(0.968)	(1)	(1.706)	(0.813)
	ESS	154	123	84	155
Plainville	Coefficient	1.425**	0.869	0.861	0.830**
	SE	(0.619)	(0.615)	(0.571)	(0.422)
	ESS	253	196	245	343
Plymouth	Coefficient	-0.845	-0.845	-0.468	-0.523
	SE	(1.334)	(1.334)	(1.431)	(0.916)
	ESS	75	75	46	120
Putnam	Coefficient	-33.891***	-32.913***	-19.561***	-2.224**
	SE	(1.633)	(1.778)	(2.449)	(1.041)
	ESS	50	41	28	89

Table II.C.5.2: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations 2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Redding	Coefficient	-1.032	-0.535	0.795	0.366
	SE	(0.947)	(1.031)	(1.039)	(0.758)
	ESS	69	52	63	105
Ridgefield	Coefficient	0.612*	0.336	1.202***	0.852***
	SE	(0.348)	(0.433)	(0.354)	(0.283)
	ESS	1,080	962	1,105	1,185
Rocky Hill	Coefficient	0.007	0.226	-0.075	0.110
	SE	(0.313)	(0.359)	(0.352)	(0.268)
	ESS	707	626	686	771
Southern CT State University	Coefficient	-2.094	-2.052	-2640.196	-2.266
	SE	(2.212)	(2.178)	(.)	(2.406)
	ESS	44	42	12	49
Seymour	Coefficient	0.085	0.037	0.837	0.574
	SE	(0.458)	(0.533)	(0.537)	(0.373)
	ESS	796	760	732	882
Shelton	Coefficient	-1.555	2.056	-0.697	0.025
	SE	(1.16)	(5.643)	(1.24)	(1.056)
	ESS	28	19	16	50
Simsbury	Coefficient	0.862	0.447	0.662	0.535
	SE	(0.657)	(0.741)	(0.861)	(0.562)
	ESS	643	628	370	707
South Windsor	Coefficient	-0.549	-0.851*	0.817	-0.239
	SE	(0.356)	(0.467)	(0.603)	(0.353)
	ESS	444	364	263	428
Southington	Coefficient	0.363	-0.054	0.648	0.379
	SE	(0.507)	(0.513)	(0.431)	(0.336)
	ESS	805	779	841	886
Stamford	Coefficient	-0.262	-0.316	-0.204	-0.306
	SE	(0.229)	(0.248)	(0.251)	(0.198)
	ESS	648	611	602	769
Stonington	Coefficient	0.576	2.006	2.229	
	SE	(0.886)	(2.81)	(1.674)	(.)
	ESS	155	74	96	
Stratford	Coefficient	-0.674	-0.636	0.565	-0.127
	SE	(0.594)	(0.614)	(0.769)	(0.505)
	ESS	131	123	105	169
Suffield	Coefficient	-1.173*	-0.841	-0.934	-0.850*
	SE	(0.63)	(0.836)	(0.631)	(0.513)
	ESS	176	114	159	206
Thomaston	Coefficient	15.442***	15.442***	-45.820***	0.650
	SE	(1.242)	(1.242)	(7.36)	(1.105)
	ESS	35	35	24	79
Torrington	Coefficient	35.686***	36.444***	18.452***	
	SE	(2.048)	(2.374)	(2.492)	(.)
	ESS	20	15	20	
Trumbull	Coefficient	-0.226	-0.174	-0.446	-0.261
	SE	(0.369)	(0.43)	(0.443)	(0.321)
	ESS	304	290	262	348

Table II.C.5.2: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations
2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
University of Connecticut	Coefficient	0.099	0.041	-0.402	-0.146
	SE	(0.394)	(0.53)	(0.686)	(0.44)
	ESS	294	260	130	280
Vernon	Coefficient	0.812*	0.781*	0.093	0.454
	SE	(0.447)	(0.453)	(0.489)	(0.345)
	ESS	505	484	412	562
Wallingford	Coefficient	0.700**	0.505	0.158	0.269
	SE	(0.349)	(0.377)	(0.307)	(0.251)
	ESS	778	749	795	855
Waterbury	Coefficient	0.099	0.165	0.005	0.094
	SE	(0.464)	(0.477)	(0.504)	(0.392)
	ESS	209	206	205	284
Waterford	Coefficient	-0.032	0.082	-0.010	0.101
	SE	(0.311)	(0.366)	(0.348)	(0.26)
	ESS	788	705	709	863
Watertown	Coefficient	0.365	0.365	-0.832	-0.169
	SE	(1.114)	(1.114)	(0.851)	(0.604)
	ESS	65	65	116	188
West Hartford	Coefficient	-0.315	-0.303	-0.419*	-0.359*
	SE	(0.219)	(0.258)	(0.245)	(0.193)
	ESS	862	804	809	943
West Haven	Coefficient	0.456	0.736**	0.210	0.405*
	SE	(0.301)	(0.336)	(0.274)	(0.229)
	ESS	439	423	439	553
Westport	Coefficient	0.070	0.220	0.066	0.177
	SE	(0.262)	(0.286)	(0.307)	(0.223)
	ESS	940	921	883	1,036
Wethersfield	Coefficient	-0.143	-0.085	-0.285	-0.119
	SE	(0.337)	(0.359)	(0.346)	(0.281)
	ESS	347	338	347	433
Willimantic	Coefficient	-1.478	-1.499	-0.080	-0.314
	SE	(1.154)	(1.172)	(0.473)	(0.442)
	ESS	61	58	199	215
Wilton	Coefficient	-0.167	-0.049	-0.142	-0.113
	SE	(0.271)	(0.332)	(0.284)	(0.228)
	ESS	791	741	871	937
Windsor	Coefficient	0.515**	0.527**	0.140	0.405**
	SE	(0.218)	(0.222)	(0.318)	(0.206)
	ESS	735	696	463	802
Windsor Locks	Coefficient	-0.088	0.007	0.164	0.064
	SE	(0.383)	(0.399)	(0.624)	(0.345)
	ESS	386	375	253	422
Winsted	Coefficient	1.041	1.041	-16.263***	-0.565
	SE	(1.675)	(1.675)	(1.531)	(1.102)
	ESS	37	37	44	100
Wolcott	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	13	11	14	27

Table II.C.5.2: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations 2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Woodbridge	Coefficient	0.272	0.020	1.584*	0.226
	SE	(0.564)	(0.57)	(0.886)	(0.504)
	ESS	194	187	85	207
Yale University	Coefficient	1.044	1.616	-0.186	
	SE	(1.321)	(1.581)	(1.054)	(.)
	ESS	47	43	48	
CSP Headquarters	Coefficient	-0.060	-0.038	-0.033	0.016
	SE	(0.179)	(0.191)	(0.232)	(0.159)
	ESS	2,071	1,978	1,835	2,213
CSP Troop A	Coefficient	0.028	0.061	0.154	0.107
	SE	(0.173)	(0.197)	(0.175)	(0.139)
	ESS	2,132	2,032	2,105	2,391
CSP Troop B	Coefficient	0.418	0.186	0.919**	0.561*
	SE	(0.349)	(0.429)	(0.374)	(0.296)
	ESS	1,243	1,151	1,201	1,403
CSP Troop C	Coefficient	0.252**	0.204	0.104	0.153
	SE	(0.104)	(0.133)	(0.139)	(0.101)
	ESS	4,756	4,405	4,311	4,766
CSP Troop D	Coefficient	0.143	0.213	-0.121	-0.003
	SE	(0.176)	(0.227)	(0.202)	(0.158)
	ESS	2,977	2,874	2,928	3,067
CSP Troop E	Coefficient	-0.081	-0.095	0.143	-0.020
	SE	(0.107)	(0.131)	(0.151)	(0.104)
	ESS	4,100	3,862	3,772	4,175
CSP Troop F	Coefficient	0.020	0.094	0.302*	0.163
	SE	(0.13)	(0.15)	(0.156)	(0.115)
	ESS	3,779	3,630	3,560	3,948
CSP Troop G	Coefficient	-0.003	0.010	-0.003	-0.014
	SE	(0.137)	(0.151)	(0.146)	(0.117)
	ESS	2,232	2,085	2,055	2,598
CSP Troop H	Coefficient	-0.175	-0.144	0.146	0.007
	SE	(0.15)	(0.166)	(0.179)	(0.136)
	ESS	2,176	2,051	1,929	2,422
CSP Troop I	Coefficient	0.083	0.086	-0.193	-0.048
	SE	(0.172)	(0.194)	(0.211)	(0.155)
	ESS	1,656	1,568	1,477	1,780
CSP Troop K	Coefficient	0.311*	0.455**	0.188	0.309**
	SE	(0.158)	(0.186)	(0.199)	(0.144)
	ESS	2,962	2,842	2,759	3,061
CSP Troop L	Coefficient	0.468*	0.623*	0.087	0.368
	SE	(0.284)	(0.338)	(0.352)	(0.247)
	ESS	1,411	1,343	1,396	1,483

Table II.D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status by Department, All Traffic Stops 2015-2016

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ansonia	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	64,920	64,920	64,920	64,920
Avon	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	68,499	68,499	68,499	68,499
Berlin	Coefficient	0.053	0.122**	0.605***	0.437***
	SE	(0.051)	(0.058)	(0.056)	(0.043)
	ESS	119,471	119,471	119,471	119,471
Bethel	Coefficient	-1.257***	-1.447***	50.029***	-1.122***
	SE	(0.065)	(0.073)	(0.057)	(0.049)
	ESS	118,565	118,565	118,565	118,565
Bloomfield	Coefficient	1.240***	1.350***	0.716***	0.710***
	SE	(0.035)	(0.035)	(0.064)	(0.036)
	ESS	91,547	91,547	91,547	91,547
Branford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	58,758	58,758	58,758	58,758
Bridgeport	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	101,309	101,309	101,309	101,309
Bristol	Coefficient	-0.474***	-0.480***	-0.530***	1.585***
	SE	(0.049)	(0.052)	(0.046)	(0.033)
	ESS	72,403	72,403	72,403	72,403
Brookfield	Coefficient	9.326***	-0.741***	0.123*	1.426***
	SE	(0.085)	(0.104)	(0.067)	(0.058)
	ESS	149,679	149,679	149,679	149,679
Canton	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	67,358	67,358	67,358	67,358
Cheshire	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	71,920	71,920	71,920	71,920
Clinton	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	43,503	43,503	43,503	43,503
Coventry	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	50,250	50,250	50,250	50,250
Cromwell	Coefficient	0.037	0.081	1.027***	1.459***
	SE	(0.068)	(0.072)	(0.111)	(0.064)
	ESS	53,160	53,160	53,160	53,160
Danbury	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	57,686	57,686	57,686	57,686

Table II.D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status by Department, All Traffic Stops 2015-2016

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Darien	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	141,448	141,448	141,448	141,448
Derby	Coefficient	-0.201***	-0.134**	-0.257***	-0.240***
	SE	(0.051)	(0.052)	(0.054)	(0.042)
	ESS	134,555	134,555	134,555	134,555
East Hampton	Coefficient	-0.812***	-0.599**	-0.947***	21.921***
	SE	(0.227)	(0.238)	(0.27)	(0.17)
	ESS	351,048	351,048	351,048	351,048
East Hartford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	66,001	66,001	66,001	66,001
East Haven	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	45,353	45,353	45,353	45,353
East Windsor	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	84,798	84,798	84,798	84,798
Easton	Coefficient	7.990***	-1.780***	-0.437***	-1.148***
	SE	(0.169)	(0.198)	(0.129)	(0.111)
	ESS	99,302	99,302	99,302	99,302
Enfield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	54,236	54,236	54,236	54,236
Fairfield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	67,134	67,134	67,134	67,134
Farmington	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	80,006	80,006	80,006	80,006
Glastonbury	Coefficient	0.276***	-0.029	-0.266***	-14.893***
	SE	(0.066)	(0.073)	(0.076)	(0.041)
	ESS	150,181	150,181	150,181	150,181
Granby	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	38,899	38,899	38,899	38,899
Greenwich	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	61,789	61,789	61,789	61,789
Groton City	Coefficient	0.033	0.140	0.233**	0.199**
	SE	(0.099)	(0.107)	(0.118)	(0.086)
	ESS	351,048	351,048	351,048	351,048
Groton Long Point	Coefficient	-1.739***	-1.733***	-0.993**	-1.410***
	SE	(0.464)	(0.517)	(0.402)	(0.324)
	ESS	350,825	350,825	350,825	350,825

Table II.D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status by Department, All Traffic Stops 2015-2016

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Groton Town	Coefficient	0.174*	0.089	-0.170	-0.024
	SE	(0.1)	(0.108)	(0.122)	(0.088)
	ESS	351,048	351,048	351,048	351,048
Guilford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	38,453	38,453	38,453	38,453
Hamden	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	48,770	48,770	48,770	48,770
Hartford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	81,273	81,273	81,273	81,273
Ledyard	Coefficient	0.466***	0.394***	-0.387***	0.065
	SE	(0.076)	(0.084)	(0.107)	(0.07)
	ESS	57,145	57,145	57,145	57,145
Madison	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	38,874	38,874	38,874	38,874
Manchester	Coefficient	-0.236***	-0.310***	-0.611***	-0.622***
	SE	(0.038)	(0.04)	(0.044)	(0.035)
	ESS	124,529	124,529	124,529	124,529
Meriden	Coefficient	-0.458***	-0.432***	0.648***	0.219***
	SE	(0.061)	(0.063)	(0.049)	(0.045)
	ESS	351,048	351,048	351,048	351,048
Middlebury	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	66,923	66,923	66,923	66,923
Middletown	Coefficient	0.431***	0.495***	5.101***	0.258***
	SE	(0.06)	(0.061)	(0.079)	(0.054)
	ESS	103,475	103,475	103,475	103,475
Milford	Coefficient	-0.936***	-1.051***	-0.743***	12.380***
	SE	(0.072)	(0.076)	(0.088)	(0.045)
	ESS	138,890	138,890	138,890	138,890
Monroe	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	45,310	45,310	45,310	45,310
Naugatuck	Coefficient	-0.847***	-0.814***	5.872***	3.074***
	SE	(0.049)	(0.051)	(0.045)	(0.035)
	ESS	104,913	104,913	104,913	104,913
New Britain	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	73,771	73,771	73,771	73,771
New Canaan	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	56,164	56,164	56,164	56,164

Table II.D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status by Department, All Traffic Stops 2015-2016

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
New Haven	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	57,662	57,662	57,662	57,662
New London	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	71,643	71,643	71,643	71,643
New Milford	Coefficient	0.805***	2.452***	-0.664***	-0.837***
	SE	(0.073)	(0.084)	(0.11)	(0.087)
	ESS	34,553	34,553	34,553	34,553
Newington	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	87,918	87,918	87,918	87,918
Newtown	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	31,195	31,195	31,195	31,195
North Branford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	47,926	47,926	47,926	47,926
North Haven	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	56,240	56,240	56,240	56,240
Norwalk	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	27,730	27,730	27,730	27,730
Norwich	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	66,000	66,000	66,000	66,000
Old Saybrook	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	42,875	42,875	42,875	42,875
Orange	Coefficient	0.395***	0.434***	4.279***	0.153***
	SE	(0.041)	(0.043)	(0.046)	(0.036)
	ESS	79,410	79,410	79,410	79,410
Plainfield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	84,173	84,173	84,173	84,173
Plainville	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	63,829	63,829	63,829	63,829
Plymouth	Coefficient	1.777***	7.204***	4.012***	-0.479***
	SE	(0.09)	(0.093)	(0.092)	(0.069)
	ESS	96,896	96,896	96,896	96,896
Portland	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	47,191	47,191	47,191	47,191

Table II.D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status by Department, All Traffic Stops 2015-2016

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Putnam	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	37,901	37,901	37,901	37,901
Redding	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	75,013	75,013	75,013	75,013
Ridgefield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	77,451	77,451	77,451	77,451
Rocky Hill	Coefficient	0.332***	0.254***	1.038***	-4.428***
	SE	(0.055)	(0.06)	(0.065)	(0.044)
	ESS	169,531	169,531	169,531	169,531
Seymour	Coefficient	21.044***	-0.654***	-0.783***	-0.789***
	SE	(0.063)	(0.068)	(0.071)	(0.051)
	ESS	351,048	351,048	351,048	351,048
Shelton	Coefficient	0.902***	10.340***	0.893***	0.323***
	SE	(0.137)	(0.146)	(0.139)	(0.105)
	ESS	108,174	108,174	108,174	108,174
Simsbury	Coefficient	-0.080	1.819***	1.766***	-0.568***
	SE	(0.11)	(0.071)	(0.089)	(0.095)
	ESS	119,046	119,046	119,046	119,046
South Windsor	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	87,897	87,897	87,897	87,897
Southington	Coefficient	-0.419***	-0.191***	-0.393***	19.116***
	SE	(0.065)	(0.072)	(0.07)	(0.046)
	ESS	79,086	79,086	79,086	79,086
Stamford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	59,420	59,420	59,420	59,420
Stonington	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	27,311	27,311	27,311	27,311
Stratford	Coefficient	0.037	0.002	10.242***	-0.646***
	SE	(0.103)	(0.105)	(0.057)	(0.102)
	ESS	128,834	128,834	128,834	128,834
Suffield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	70,335	70,335	70,335	70,335
Thomaston	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	21,633	21,633	21,633	21,633
Torrington	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	46,353	46,353	46,353	46,353

Table II.D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status by Department, All Traffic Stops 2015-2016

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Trumbull	Coefficient	0.324***	0.408***	0.692***	0.618***
	SE	(0.098)	(0.104)	(0.137)	(0.09)
	ESS	155,526	155,526	155,526	155,526
Vernon	Coefficient	0.234	0.268	0.826***	0.246
	SE	(.)	(.)	(0.054)	(.)
	ESS	139,197	139,197	139,197	139,197
Wallingford	Coefficient	-0.156***	-0.089**	0.259***	0.118***
	SE	(0.037)	(0.039)	(0.036)	(0.029)
	ESS	351,048	351,048	351,048	351,048
Waterbury	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	64,223	64,223	64,223	64,223
Waterford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	63,894	63,894	63,894	63,894
Watertown	Coefficient	-0.274***	5.761***	-4.366***	0.112
	SE	(0.088)	(0.086)	(0.088)	(0.075)
	ESS	62,431	62,431	62,431	62,431
West Hartford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	60,399	60,399	60,399	60,399
West Haven	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	50,184	50,184	50,184	50,184
Weston	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	18,057	18,057	18,057	18,057
Westport	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	77,311	77,311	77,311	77,311
Wethersfield	Coefficient	-0.113**	-0.026	0.815***	0.548***
	SE	(0.048)	(0.05)	(0.046)	(0.04)
	ESS	68,568	68,568	68,568	68,568
Willimantic	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	83,328	83,328	83,328	83,328
Wilton	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	51,852	51,852	51,852	51,852
Windsor	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	78,844	78,844	78,844	78,844
Windsor Locks	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	38,160	38,160	38,160	38,160

Table II.D.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status by Department, All Traffic Stops 2015-2016

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Winsted	Coefficient	-35.100***	0.374**	-0.794***	-1.001***
	SE	(0.154)	(0.161)	(0.177)	(0.131)
	ESS	57,989	57,989	57,989	57,989
Wolcott	Coefficient	-0.024	0.038	0.596***	0.204*
	SE	(0.156)	(0.166)	(0.142)	(0.123)
	ESS	351,048	351,048	351,048	351,048
Woodbridge	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	65,082	65,082	65,082	65,082
CSP Headquarters	Coefficient	-0.102***	-0.075***	-0.103***	-0.104***
	SE	(0.026)	(0.028)	(0.031)	(0.023)
	ESS	198,127	198,127	198,127	198,127
CSP Troop A	Coefficient	-0.735	-0.970	-1.383	-1.814***
	SE	(0.947)	(0.967)	(0.905)	(0.668)
	ESS	64,707	64,707	64,707	64,707
CSP Troop B	Coefficient	-0.534***	-0.454***	-0.527***	8.980***
	SE	(0.055)	(0.063)	(0.065)	(0.038)
	ESS	198,126	198,126	198,126	198,126
CSP Troop C	Coefficient	-0.407**	-0.743***	-0.981***	-1.030***
	SE	(0.171)	(0.181)	(0.16)	(0.144)
	ESS	198,121	198,121	198,121	198,121
CSP Troop D	Coefficient	-0.393***	-0.437***	0.044	11.045***
	SE	(0.085)	(0.102)	(0.08)	(0.027)
	ESS	76,540	76,540	76,540	76,540
CSP Troop E	Coefficient	-0.365	-0.251	-0.498*	-0.362*
	SE	(0.229)	(0.276)	(0.276)	(0.217)
	ESS	159,093	159,093	159,093	159,093
CSP Troop F	Coefficient	-0.901*	-1.256**	1.418	-0.676
	SE	(0.525)	(0.525)	(1.029)	(0.508)
	ESS	128,854	128,854	128,854	128,854
CSP Troop G	Coefficient	1.411***	1.211***	2.122***	1.786***
	SE	(0.449)	(0.466)	(0.693)	(0.418)
	ESS	54,479	54,479	54,479	54,479
CSP Troop H	Coefficient	0.120	0.116	0.099	0.196
	SE	(0.148)	(0.156)	(0.177)	(0.135)
	ESS	194,540	194,540	194,540	194,540
CSP Troop I	Coefficient	0.237***	0.288***	0.155***	0.284***
	SE	(0.026)	(0.028)	(0.031)	(0.023)
	ESS	198,126	198,126	198,126	198,126
CSP Troop K	Coefficient	0.235	0.350	-0.245	0.006
	SE	(0.606)	(0.728)	(0.562)	(0.469)
	ESS	103,524	103,524	103,524	103,524
CSP Troop L	Coefficient	15.579***	-0.377***	24.948***	-0.240***
	SE	(0.035)	(0.043)	(0.036)	(0.032)
	ESS	198,126	198,126	198,126	198,126

Table II.D.1.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status by Department, All Traffic Stops 2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ansonia	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	64,920	64,920	64,920	64,920
Avon	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	68,499	68,499	68,499	68,499
Berlin	Coefficient	-14.970***	-0.066	-0.422	-0.629***
	SE	(0.051)	(0.11)	(.)	(0.166)
	ESS	119,471	119,471	119,471	119,471
Bethel	Coefficient	0.962	0.708***	8.881	3.283***
	SE	(.)	(0.091)	(.)	(0.172)
	ESS	118,565	118,565	118,565	118,565
Bloomfield	Coefficient	2.139	2.224***	-1.253	1.795
	SE	(1.356)	(0.662)	(.)	(.)
	ESS	91,547	91,547	91,547	91,547
Branford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	58,758	58,758	58,758	58,758
Bridgeport	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	101,309	101,309	101,309	101,309
Bristol	Coefficient	-0.067	0.070	0.097	0.102
	SE	(.)	(.)	(2.376)	(.)
	ESS	72,403	72,403	72,403	72,403
Brookfield	Coefficient	-0.344	-0.769	0.376	-0.119
	SE	(.)	(.)	(.)	(.)
	ESS	149,679	149,679	149,679	149,679
Canton	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	67,358	67,358	67,358	67,358
Cheshire	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	71,920	71,920	71,920	71,920
Clinton	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	43,503	43,503	43,503	43,503
Coventry	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	50,250	50,250	50,250	50,250
Cromwell	Coefficient	0.214	1.327	-0.607	0.200
	SE	(.)	(.)	(.)	(.)
	ESS	53,160	53,160	53,160	53,160
Danbury	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	57,686	57,686	57,686	57,686

Table II.D.1.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status by Department, All Traffic Stops 2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Darien	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	141,448	141,448	141,448	141,448
Derby	Coefficient	0.833***	0.915***	39.123***	-0.504**
	SE	(0.244)	(0.225)	(0.079)	(0.228)
	ESS	134,555	134,555	134,555	134,555
East Hampton	Coefficient	-0.609**	-0.372	-0.661**	-0.499**
	SE	(0.263)	(0.323)	(0.329)	(0.219)
	ESS	351,048	351,048	351,048	351,048
East Hartford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	66,001	66,001	66,001	66,001
East Haven	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	45,353	45,353	45,353	45,353
East Windsor	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	84,798	84,798	84,798	84,798
Easton	Coefficient	-0.056	20.087***	1.434	1.033
	SE	(0.89)	(5.306)	(.)	(.)
	ESS	99,302	99,302	99,302	99,302
Enfield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	54,232	54,232	54,232	54,232
Fairfield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	67,134	67,134	67,134	67,134
Farmington	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	80,006	80,006	80,006	80,006
Glastonbury	Coefficient	-0.792	-1.043	-0.478	-0.761
	SE	(.)	(.)	(.)	(.)
	ESS	150,181	150,181	150,181	150,181
Granby	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	38,899	38,899	38,899	38,899
Greenwich	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	61,789	61,789	61,789	61,789
Groton City	Coefficient	0.053	0.179	0.291**	0.249***
	SE	(0.105)	(0.116)	(0.129)	(0.093)
	ESS	351,048	351,048	351,048	351,048
Groton Long Point	Coefficient	-1.666***	-1.513**	-0.922**	-1.308***
	SE	(0.583)	(0.752)	(0.452)	(0.388)
	ESS	350,825	350,825	350,825	350,825

Table II.D.1.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status by Department, All Traffic Stops 2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Groton Town	Coefficient	0.155	0.042	-0.193	-0.053
	SE	(0.102)	(0.112)	(0.129)	(0.091)
	ESS	351,048	351,048	351,048	351,048
Guilford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	38,453	38,453	38,453	38,453
Hamden	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	48,770	48,770	48,770	48,770
Hartford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	81,273	81,273	81,273	81,273
Ledyard	Coefficient	-0.640	-0.822	1.630	1.150***
	SE	(.)	(4.159)	(.)	(0.217)
	ESS	57,145	57,145	57,145	57,145
Madison	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	38,874	38,874	38,874	38,874
Manchester	Coefficient	-0.122	0.682	-0.006	0.400
	SE	(.)	(.)	(0.05)	(.)
	ESS	124,529	124,529	124,529	124,529
Meriden	Coefficient	-0.395***	-0.357***	0.690***	0.224***
	SE	(0.064)	(0.066)	(0.052)	(0.047)
	ESS	351,048	351,048	351,048	351,048
Middlebury	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	66,923	66,923	66,923	66,923
Middletown	Coefficient	2.128***	2.601***	2.161	1.842***
	SE	(0.104)	(0.802)	(.)	(0.094)
	ESS	103,475	103,475	103,475	103,475
Milford	Coefficient	0.482**	0.520***	0.508	3.844
	SE	(0.24)	(0.201)	(0.628)	(.)
	ESS	138,890	138,890	138,890	138,890
Monroe	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	45,310	45,310	45,310	45,310
Naugatuck	Coefficient	-2.437	-2.546	-3.371	-2.434
	SE	(.)	(.)	(.)	(.)
	ESS	104,913	104,913	104,913	104,913
New Britain	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	73,771	73,771	73,771	73,771
New Canaan	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	56,164	56,164	56,164	56,164

Table II.D.1.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status by Department, All Traffic Stops 2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
New Haven	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	57,662	57,662	57,662	57,662
New London	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	71,643	71,643	71,643	71,643
New Milford	Coefficient	-0.059	0.071	0.230	0.546
	SE	(.)	(.)	(.)	(.)
	ESS	34,553	34,553	34,553	34,553
Newington	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	87,918	87,918	87,918	87,918
Newtown	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	31,195	31,195	31,195	31,195
North Branford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	47,926	47,926	47,926	47,926
North Haven	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	56,240	56,240	56,240	56,240
Norwalk	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	27,730	27,730	27,730	27,730
Norwich	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	66,000	66,000	66,000	66,000
Old Saybrook	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	42,875	42,875	42,875	42,875
Orange	Coefficient	1.430***	1.961***	2.146**	2.576***
	SE	(0.074)	(0.075)	(0.976)	(0.134)
	ESS	79,410	79,410	79,410	79,410
Plainfield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	84,173	84,173	84,173	84,173
Plainville	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	63,829	63,829	63,829	63,829
Plymouth	Coefficient	-1.236***	-1.159***	-0.770	-0.924***
	SE	(0.159)	(0.114)	(3.776)	(0.136)
	ESS	96,896	96,896	96,896	96,896
Portland	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	47,191	47,191	47,191	47,191

Table II.D.1.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status by Department, All Traffic Stops 2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Putnam	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	37,901	37,901	37,901	37,901
Redding	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	75,013	75,013	75,013	75,013
Ridgefield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	77,451	77,451	77,451	77,451
Rocky Hill	Coefficient	-0.408	-0.552***	-0.071	0.040
	SE	(0.388)	(0.193)	(.)	(.)
	ESS	169,531	169,531	169,531	169,531
Seymour	Coefficient	-0.342***	-0.272***	-0.491***	-0.456***
	SE	(0.065)	(0.07)	(0.073)	(0.053)
	ESS	351,048	351,048	351,048	351,048
Shelton	Coefficient	-0.700	-0.588	-0.363	-0.260
	SE	(.)	(.)	(.)	(.)
	ESS	108,174	108,174	108,174	108,174
Simsbury	Coefficient	4.631	0.481	0.234	-31.743***
	SE	(.)	(0.371)	(0.67)	(6.524)
	ESS	119,046	119,046	119,046	119,046
South Windsor	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	87,897	87,897	87,897	87,897
Southington	Coefficient	2.301***	-0.602***	0.180	-5.854***
	SE	(0.099)	(0.078)	(0.111)	(0.07)
	ESS	79,086	79,086	79,086	79,086
Stamford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	59,420	59,420	59,420	59,420
Stonington	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	27,311	27,311	27,311	27,311
Stratford	Coefficient	-2.401***	-2.352***	-2.570***	-3.248***
	SE	(0.429)	(0.392)	(0.536)	(0.261)
	ESS	128,834	128,834	128,834	128,834
Suffield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	70,335	70,335	70,335	70,335
Thomaston	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	21,633	21,633	21,633	21,633
Torrington	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	46,353	46,353	46,353	46,353

Table II.D.1.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status by Department, All Traffic Stops 2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Trumbull	Coefficient	0.126	0.575	0.521	0.812
	SE	(.)	(.)	(.)	(.)
	ESS	155,526	155,526	155,526	155,526
Vernon	Coefficient	-0.212***	-0.345***	-1.116	-0.395***
	SE	(0.06)	(0.062)	(.)	(0.047)
	ESS	139,197	139,197	139,197	139,197
Wallingford	Coefficient	0.038	0.170***	0.376***	0.306***
	SE	(0.039)	(0.042)	(0.038)	(0.031)
	ESS	351,048	351,048	351,048	351,048
Waterbury	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	64,223	64,223	64,223	64,223
Waterford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	63,894	63,894	63,894	63,894
Watertown	Coefficient	-0.660***	-0.389***	-0.114	5.006***
	SE	(0.116)	(0.117)	(0.11)	(1.508)
	ESS	62,431	62,431	62,431	62,431
West Hartford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	60,399	60,399	60,399	60,399
West Haven	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	50,184	50,184	50,184	50,184
Weston	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	18,057	18,057	18,057	18,057
Westport	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	77,311	77,311	77,311	77,311
Wethersfield	Coefficient	-5.094***	-6.676***	5.124***	-3.612***
	SE	(0.052)	(0.053)	(0.072)	(0.039)
	ESS	68,568	68,568	68,568	68,568
Willimantic	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	83,328	83,328	83,328	83,328
Wilton	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	51,852	51,852	51,852	51,852
Windsor	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	78,844	78,844	78,844	78,844
Windsor Locks	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	38,160	38,160	38,160	38,160

Table II.D.1.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status by Department, All Traffic Stops 2015-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Winsted	Coefficient	-0.458	-0.405	-1.175	-0.968
	SE	(.)	(.)	(.)	(.)
	ESS	57,989	57,989	57,989	57,989
Wolcott	Coefficient	31.919	0.168	5.552***	0.202
	SE	(213.704)	(0.204)	(0.166)	(0.136)
	ESS	351,048	351,048	351,048	351,048
Woodbridge	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	65,082	65,082	65,082	65,082
CSP Headquarters	Coefficient	-0.126***	-0.086***	-0.053	-0.091***
	SE	(0.028)	(0.03)	(0.034)	(0.025)
	ESS	198,126	198,126	198,126	198,126
CSP Troop A	Coefficient	-64.732***	-77.503	-209.528	-133.445***
	SE	(12.923)	(112.589)	(.)	(14.492)
	ESS	64,706	64,706	64,706	64,706
CSP Troop B	Coefficient	-0.471***	-0.382***	-0.467***	-0.440***
	SE	(0.066)	(0.079)	(0.075)	(0.054)
	ESS	198,126	198,126	198,126	198,126
CSP Troop C	Coefficient	-3.140	-3.540	-5.146	-0.731*
	SE	(.)	(.)	(.)	(0.419)
	ESS	198,121	198,121	198,121	198,121
CSP Troop D	Coefficient	-0.345***	-0.429**	-24.095	-0.130
	SE	(0.123)	(0.169)	(.)	(0.092)
	ESS	76,538	76,538	76,538	76,538
CSP Troop E	Coefficient	-0.855**	-75.544***	-0.240	-0.326
	SE	(0.426)	(5.654)	(0.307)	(0.255)
	ESS	159,093	159,093	159,093	159,093
CSP Troop F	Coefficient	-25.599	-569.664	-79.763	-20.285
	SE	(.)	(.)	(60.219)	(.)
	ESS	128,852	128,852	128,852	128,852
CSP Troop G	Coefficient	-338.291	-126.159	-398.415	0.986
	SE	(.)	(.)	(.)	(134.426)
	ESS	54,478	54,478	54,478	54,478
CSP Troop H	Coefficient	0.412***	0.286***	-6.400***	0.295***
	SE	(0.11)	(0.102)	(2.052)	(0.078)
	ESS	194,540	194,540	194,540	194,540
CSP Troop I	Coefficient	0.191***	0.245***	0.110***	0.225***
	SE	(0.027)	(0.03)	(0.033)	(0.024)
	ESS	198,126	198,126	198,126	198,126
CSP Troop K	Coefficient	-205.739	-146.476	-62.896	150.421
	SE	(.)	(.)	(.)	(.)
	ESS	103,524	103,524	103,524	103,524
CSP Troop L	Coefficient	-0.583***	-0.515***	-0.069	-0.352***
	SE	(0.044)	(0.05)	(0.045)	(0.036)
	ESS	198,126	198,126	198,126	198,126

Table II.E.5.1: Chi-Square Test of Hit-Rate by Departments, All Consent and Other Searches
2015-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Ansonia	White	Non-White	Black	Hispanic	Black or Hispanic
	14.3%	9.1%	10.5%	11.1%	10.9%
	N/A	0.37	0.169	0.154	0.251
	49	22	19	27	46
Berlin	White	Non-White	Black	Hispanic	Black or Hispanic
				46.2%	47.6%
				0.074	0.158
				13	21
Bloomfield	White	Non-White	Black	Hispanic	Black or Hispanic
	53.3%	56.3%	58.7%		58.5%
	N/A	0.039	0.133		0.127
	15	48	46		53
Bridgeport	White	Non-White	Black	Hispanic	Black or Hispanic
	9.1%	12.2%	12.8%	6.8%	10.4%
	N/A	0.169	0.226	0.108	0.035
	22	90	86	44	125
Bristol	White	Non-White	Black	Hispanic	Black or Hispanic
	56.1%	66.7%	66.7%	56%	60%
	N/A	0.703	0.703		0.154
	57	21	21	25	45
Brookfield	White	Non-White	Black	Hispanic	Black or Hispanic
	65.4%	75%	75%	60%	66.7%
	N/A	0.144	0.144	0.053	0.005
	26	4	4	5	9
Cheshire	White	Non-White	Black	Hispanic	Black or Hispanic
	37.5%	41.7%	41.7%	38.5%	40%
	N/A	0.071	0.071	0.004	0.043
	48	12	12	13	25
Clinton	White	Non-White	Black	Hispanic	Black or Hispanic
	56.7%	50%	33.3%	50%	45.5%
	N/A	0.07	0.645	0.135	0.506
	97	4	3	8	11
Danbury	White	Non-White	Black	Hispanic	Black or Hispanic
					40%
					1.006
					15
Darien	White	Non-White	Black	Hispanic	Black or Hispanic
	50%	60%	60%	53.3%	58.6%
	N/A	0.41	0.41	0.045	0.455
	32	15	15	15	29
Derby	White	Non-White	Black	Hispanic	Black or Hispanic
	17.1%	13.6%	13.6%	6.7%	11.4%
	N/A	0.125	0.125	0.957	0.467
	35	22	22	15	35
East Hartford	White	Non-White	Black	Hispanic	Black or Hispanic
	55.7%	46.7%	46.7%	40.8%**	44.3%**
	N/A	2.543	2.56	5.294	4.562
	115	259	255	125	377

Table II.E.5.1: Chi-Square Test of Hit-Rate by Departments, All Consent and Other Searches
2015-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
East Haven	45.5%	50%	50%	52.9%	52.2%
	N/A	0.044	0.044	0.276	0.273
	44	6	6	17	23
Enfield	White	Non-White	Black	Hispanic	Black or Hispanic
	45.5%	44.4%	36.4%	29.4%	32.4%
	N/A	0.009	0.624	1.561	1.967
	121	27	22	17	37
Fairfield	White	Non-White	Black	Hispanic	Black or Hispanic
	62.9%	56.3%	56.5%	57.5%	57.6%
	N/A	0.519	0.466	0.307	0.434
	70	48	46	40	85
Farmington	White	Non-White	Black	Hispanic	Black or Hispanic
	64.9%	61.9%	61.1%	52.6%	56.8%
	N/A	0.06	0.086	0.911	0.632
	57	21	18	19	37
Glastonbury	White	Non-White	Black	Hispanic	Black or Hispanic
	64.3%	50%	50%	53.3%	53.8%
	N/A	0.801	0.801	0.559	0.731
	42	12	12	15	26
Greenwich	White	Non-White	Black	Hispanic	Black or Hispanic
	30.6%	27.8%	29.4%	32%	29.3%
	N/A	0.044	0.007	0.014	0.015
	36	18	17	25	41
Groton City	White	Non-White	Black	Hispanic	Black or Hispanic
	50%	18.2%*	18.2%*	45.5%	33.3%
	N/A	3.028	3.028	0.059	1.172
	20	11	11	11	21
Groton Town	White	Non-White	Black	Hispanic	Black or Hispanic
	70.7%	60%	63.2%	62.5%	61.5%
	N/A	0.703	0.344	0.214	0.61
	41	20	19	8	26
Hartford	White	Non-White	Black	Hispanic	Black or Hispanic
	35.7%	12.8%**	12.8%**	18.6%	15.6%*
	N/A	3.843	3.843	1.756	3.297
	14	47	47	43	90
Ledyard	White	Non-White	Black	Hispanic	Black or Hispanic
	22.7%	9.1%			7.7%
	N/A	0.917	2.694		1.3
	22	11	10		13
Madison	White	Non-White	Black	Hispanic	Black or Hispanic
				50%	50%
				0.07	0.088
				6	8
Manchester	White	Non-White	Black	Hispanic	Black or Hispanic
	62.8%	57.1%	57.1%	52.6%	55.3%
	N/A	0.892	0.909	1.635	1.71
	113	161	156	57	208

Table II.E.5.1: Chi-Square Test of Hit-Rate by Departments, All Consent and Other Searches
2015-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Meriden	33.3%	36.8%	36.8%	34.6%	37.2%
	N/A	0.054	0.054	0.009	0.092
	21	19	19	26	43
	White	Non-White	Black	Hispanic	Black or Hispanic
Middletown	53.7%	52.5%	51.7%	70.8%	56.6%
	N/A	0.02	0.055	2.242	0.147
	82	61	60	24	83
	White	Non-White	Black	Hispanic	Black or Hispanic
Milford	44.6%	52.6%	52.6%	47.1%	50%
	N/A	0.651	0.651	0.034	0.366
	74	38	38	17	54
	White	Non-White	Black	Hispanic	Black or Hispanic
Monroe	42.9%	8.3%**	8.3%**	50%	21.1%
	N/A	4.878	4.878	0.139	2.697
	42	12	12	8	19
	White	Non-White	Black	Hispanic	Black or Hispanic
Naugatuck	50%	45.5%	45.5%	43.5%	43.2%
	N/A	0.143	0.143	0.306	0.534
	82	22	22	23	44
	White	Non-White	Black	Hispanic	Black or Hispanic
New Britain	32.5%	38.3%	38.5%	35.3%	37.1%
	N/A	0.887	0.915	0.24	0.76
	117	120	117	173	286
	White	Non-White	Black	Hispanic	Black or Hispanic
New Canaan	65.2%	52.9%	53.3%	73.3%	63.3%
	N/A	0.793	0.68	0.338	0.028
	46	17	15	15	30
	White	Non-White	Black	Hispanic	Black or Hispanic
New Haven	10.9%	6.8%	6.7%*	6%*	6.5%*
	N/A	2.655	2.838	2.835	3.324
	128	620	616	248	846
	White	Non-White	Black	Hispanic	Black or Hispanic
New London	36.5%	42.1%	40.4%	35.6%	38%
	N/A	0.456	0.21	0.012	0.045
	85	57	52	59	108
	White	Non-White	Black	Hispanic	Black or Hispanic
New Milford	55.8%	37.5%	37.5%	85.7%	64.3%
	N/A	0.908	0.908	2.243	0.311
	43	8	8	7	14
	White	Non-White	Black	Hispanic	Black or Hispanic
Newington	49.3%	20.9%***	23.1%***	38.1%	30.9%**
	N/A	9.182	7.281	1.355	5.464
	73	43	39	42	81
	White	Non-White	Black	Hispanic	Black or Hispanic
Newtown	52.4%	42.9%	42.9%	66.7%	53.8%
	N/A	0.218	0.218	0.432	0.009
	42	7	7	6	13

Table II.E.5.1: Chi-Square Test of Hit-Rate by Departments, All Consent and Other Searches
2015-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
North Haven	37%	20%	20%	33.3%	23.1%
	N/A	0.967	0.967	0.016	0.78
	27	10	10	3	13
Norwalk	White	Non-White	Black	Hispanic	Black or Hispanic
	26.8%	39.7%	39.7%	35.3%	39.4%
	N/A	1.868	1.868	0.626	1.994
	41	68	68	34	99
Norwich	White	Non-White	Black	Hispanic	Black or Hispanic
	47.1%	39.4%	38.2%	44.4%	40.6%
	N/A	1.396	1.849	0.093	1.197
	136	104	102	45	143
Old Saybrook	White	Non-White	Black	Hispanic	Black or Hispanic
	45.9%	40%	40%	37.5%	38.9%
	N/A	0.121	0.121	0.202	0.277
	61	10	10	8	18
Orange	White	Non-White	Black	Hispanic	Black or Hispanic
	64.3%	47.4%	47.4%		56%
	N/A	0.93	0.93	0.085	0.255
	14	19	19	2	25
Plainfield	White	Non-White	Black	Hispanic	Black or Hispanic
	4.1%				
	N/A	0.085	0.043		0.127
	49	2	1		3
Plainville	White	Non-White	Black	Hispanic	Black or Hispanic
	46.9%	33.3%	33.3%	45.2%	40.8%
	N/A	1.124	1.124	0.028	0.481
	96	18	18	31	49
Plymouth	White	Non-White	Black	Hispanic	Black or Hispanic
	27.3%			10%	7.1%
	N/A	1.463	1.463	1.36	2.539
	55	4	4	10	14
Putnam	White	Non-White	Black	Hispanic	Black or Hispanic
	1.8%				
	N/A	0.073	0.055	0.091	0.146
	167	4	3	5	8
Redding	White	Non-White	Black	Hispanic	Black or Hispanic
	0.1%	1.8%**	2.4%***		0.8%
	N/A	5.256	7.466	0.115	1.966
	707	57	42	81	123
Ridgefield	White	Non-White	Black	Hispanic	Black or Hispanic
	50%	85.7%*	83.3%	80%	81.8%*
	N/A	2.88	2.201	1.524	3.246
	26	7	6	5	11
Rocky Hill	White	Non-White	Black	Hispanic	Black or Hispanic
	33.9%	46.2%	46.2%	25%	34.5%
	N/A	0.694	0.694	0.458	0.003
	59	13	13	16	29

Table II.E.5.1: Chi-Square Test of Hit-Rate by Departments, All Consent and Other Searches 2015-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Seymour	4.3%				8.3%
	N/A	0.315	0.315		0.232
	23	7	7		12
South Windsor	White	Non-White	Black	Hispanic	Black or Hispanic
	76.6%	77.5%	76.9%	59.1%	71.7%
	N/A	0.01	0.001	2.231	0.331
	47	40	39	22	60
Stamford	White	Non-White	Black	Hispanic	Black or Hispanic
	12%	7.1%	6%	13.3%	10.7%
	N/A	0.888	1.294	0.055	0.095
	83	56	50	83	131
Stratford	White	Non-White	Black	Hispanic	Black or Hispanic
	43.3%	41.9%	42.9%	34%	38.6%
	N/A	0.028	0.003	0.954	0.367
	60	74	70	47	114
Suffield	White	Non-White	Black	Hispanic	Black or Hispanic
	66.7%	66.7%	66.7%	100%*	87.5%
	N/A			2.769	1.333
	30	3	3	6	8
Torrington	White	Non-White	Black	Hispanic	Black or Hispanic
	10.5%	17.6%	21.4%	25%	20.8%
	N/A	0.675	1.31	1.985	1.713
	76	17	14	12	24
Trumbull	White	Non-White	Black	Hispanic	Black or Hispanic
	40.5%	32.5%	31.6%	35%	32.8%
	N/A	0.732	0.882	0.203	0.874
	84	40	38	20	58
University of Connecticut	White	Non-White	Black	Hispanic	Black or Hispanic
	63.6%	60%	62.5%	100%*	76.9%
	N/A	0.048	0.004	2.727	0.829
	55	10	8	5	13
Vernon	White	Non-White	Black	Hispanic	Black or Hispanic
	64.1%	49.3%**	49.3%**	48.8%*	49.5%**
	N/A	4.958	4.868	3.452	6.454
	223	71	69	41	109
Wallingford	White	Non-White	Black	Hispanic	Black or Hispanic
	52.9%	49.3%	50%	45.9%	47.9%
	N/A	0.534	0.331	2.199	1.637
	376	134	130	159	288
Waterbury	White	Non-White	Black	Hispanic	Black or Hispanic
	40.9%	34.8%	35.8%	22.7%*	30.6%
	N/A	0.432	0.292	3.352	1.493
	44	69	67	44	111
Waterford	White	Non-White	Black	Hispanic	Black or Hispanic
	53.8%	48.1%	50%	51.7%	48%
	N/A	0.265	0.116	0.037	0.433
	93	27	26	29	50

Table II.E.5.1: Chi-Square Test of Hit-Rate by Departments, All Consent and Other Searches
2015-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Watertown					41.7%
					0.216
					12
West Hartford	White	Non-White	Black	Hispanic	Black or Hispanic
	78.5%	57.3%***	58.3%***	60.3%***	59.3%***
	N/A	17.968	15.574	14.912	23.116
	321	103	96	121	216
West Haven	White	Non-White	Black	Hispanic	Black or Hispanic
	17.6%	18.5%	18.8%	12.8%	16.5%
	N/A	0.013	0.023	0.392	0.032
	51	65	64	39	103
Weston	White	Non-White	Black	Hispanic	Black or Hispanic
		#DIV/0!	#DIV/0!		
	N/A				
	136			1	1
Westport	White	Non-White	Black	Hispanic	Black or Hispanic
	38.6%	35.6%	33.3%	50%	37.5%
	N/A	0.12	0.343	0.649	0.019
	88	45	42	14	56
Wethersfield	White	Non-White	Black	Hispanic	Black or Hispanic
	43.8%	31.1%	31.1%	32.5%	32.5%
	N/A	1.895	1.895	2.056	2.508
	73	45	45	77	120
Willimantic	White	Non-White	Black	Hispanic	Black or Hispanic
	45.8%	36.4%	36.4%	48.5%	45.5%
	N/A	0.326	0.326	0.055	0.001
	48	11	11	33	44
Wilton	White	Non-White	Black	Hispanic	Black or Hispanic
	74.2%	68.4%	66.7%	66.7%	64.5%
	N/A	0.195	0.316	0.282	0.683
	31	19	18	15	31
Windsor	White	Non-White	Black	Hispanic	Black or Hispanic
	71.4%	58.3%	58.3%	100%	57.5%
	N/A	0.734	0.734	1.259	0.847
	14	36	36	3	40
Winsted	White	Non-White	Black	Hispanic	Black or Hispanic
	69.7%			#DIV/0!	50%
	N/A	5.79	5.79		0.886
	33	3	3		6
CSP Headquarters	White	Non-White	Black	Hispanic	Black or Hispanic
	48.3%	16.7%*	16.7%*	35.7%	28%
	N/A	3.564	3.564	0.604	2.323
	29	12	12	14	25
CSP Troop A	White	Non-White	Black	Hispanic	Black or Hispanic
	42.7%	20.3%***	19.7%***	32%	26%***
	N/A	12.225	12.441	2.583	10.078
	192	79	76	75	146

Table II.E.5.1: Chi-Square Test of Hit-Rate by Departments, All Consent and Other Searches
2015-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
CSP Troop B	50.5%	38.9%	43.8%	33.3%	40%
	N/A	0.825	0.251	1.266	0.886
	103	18	16	12	25
CSP Troop C	White	Non-White	Black	Hispanic	Black or Hispanic
	33%	56.8%***	57.8%***	31.7%	47.2%***
	N/A	16.199	16.831	0.04	8.19
	291	88	83	60	142
CSP Troop D	White	Non-White	Black	Hispanic	Black or Hispanic
	51.7%	41.9%	46.4%	38.7%	45.3%
	N/A	1.004	0.268	1.778	0.67
	178	31	28	31	53
CSP Troop E	White	Non-White	Black	Hispanic	Black or Hispanic
	40%	41.8%	42.6%	34.2%	39.8%
	N/A	0.068	0.136	0.454	0.001
	215	67	61	38	93
CSP Troop F	White	Non-White	Black	Hispanic	Black or Hispanic
	51.2%	32.4%*	33.3%*	40%	36.4%*
	N/A	3.448	3.03	0.965	2.933
	82	34	33	25	55
CSP Troop G	White	Non-White	Black	Hispanic	Black or Hispanic
	35.9%	25.4%**	23.7%**	23.8%**	24%**
	N/A	4.25	5.667	4.406	6.466
	131	205	194	122	308
CSP Troop H	White	Non-White	Black	Hispanic	Black or Hispanic
	39.8%	37.9%	38%	30.9%	35.4%
	N/A	0.102	0.091	1.798	0.623
	113	140	137	94	223
CSP Troop I	White	Non-White	Black	Hispanic	Black or Hispanic
	40%	29.4%	29.4%	44.4%	35.6%
	N/A	1.188	1.188	0.137	0.229
	45	51	51	27	73
CSP Troop K	White	Non-White	Black	Hispanic	Black or Hispanic
	44.7%	27.3%**	22.4%***	27.6%*	25%***
	N/A	5.005	7.558	2.89	8.136
	141	55	49	29	76
CSP Troop L	White	Non-White	Black	Hispanic	Black or Hispanic
	44.6%	53.6%	50%	20.8%**	36.7%
	N/A	0.794	0.272	4.914	0.969
	184	28	26	24	49

Table II.E.5.2: Chi-Square Test of Hit-Rate by Departments, All Consent Searches
2015-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Ansonia	9.3%	5%	5.6%	8.3%	7.1%
	N/A	0.346	0.237	0.018	0.131
	43	20	18	24	42
	White	Non-White	Black	Hispanic	Black or Hispanic
Bristol				41.7%	35.3%
				0.16	0.001
				12	17
	White	Non-White	Black	Hispanic	Black or Hispanic
Bridgeport		3%	3.2%		4.3%
	N/A	0.248	0.265		0.353
	8	33	31		47
	White	Non-White	Black	Hispanic	Black or Hispanic
Darien				44.4%	37.5%
				0.006	0.108
				9	16
	White	Non-White	Black	Hispanic	Black or Hispanic
East Hartford	45%	41.8%	41.5%	34.2%	38.6%
	N/A	0.21	0.242	1.841	0.97
	80	134	130	73	202
	White	Non-White	Black	Hispanic	Black or Hispanic
Enfield	22%	16.7%	10%	11.1%	10.5%
	N/A	0.172	0.766	0.57	1.225
	59	12	10	9	19
	White	Non-White	Black	Hispanic	Black or Hispanic
Fairfield	28%	22.2%	23.5%	14.3%	19.4%
	N/A	0.184	0.105	0.951	0.58
	25	18	17	14	31
	White	Non-White	Black	Hispanic	Black or Hispanic
Glastonbury					27.3%
					0.375
					11
	White	Non-White	Black	Hispanic	Black or Hispanic
Greenwich	13.6%			20%	12%
	N/A	1.65	1.505	0.266	0.028
	22	11	10	15	25
	White	Non-White	Black	Hispanic	Black or Hispanic
Ledyard					9.1%
					1.292
					11
	White	Non-White	Black	Hispanic	Black or Hispanic
Manchester	35.9%	35.7%	35.7%	42.9%	35.2%
	N/A			0.212	0.005
	39	42	42	14	54
	White	Non-White	Black	Hispanic	Black or Hispanic
Meriden					31.8%
					1.43
					22

Table II.E.5.2: Chi-Square Test of Hit-Rate by Departments, All Consent Searches
2015-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Middletown	32.5%	35%	35%	45.5%	36.7%
	N/A	0.038	0.038	0.634	0.132
	40	20	20	11	30
Milford	White	Non-White	Black	Hispanic	Black or Hispanic
	27.8%	47.1%	47.1%	25%	37.9%
	N/A	1.914	1.914	0.035	0.757
	36	17	17	12	29
Naugatuck	White	Non-White	Black	Hispanic	Black or Hispanic
	25.9%			25%	14.3%
	N/A	1.974	1.974	0.003	0.729
	27	6	6	8	14
New Britain	White	Non-White	Black	Hispanic	Black or Hispanic
	22.5%	26.8%	27.3%	15.9%	20.7%
	N/A	0.329	0.402	1.156	0.092
	80	56	55	82	135
New Haven	White	Non-White	Black	Hispanic	Black or Hispanic
	7.8%	4.8%	4.8%	5.1%	4.9%
	N/A	1.445	1.402	0.778	1.47
	103	418	415	175	576
New London	White	Non-White	Black	Hispanic	Black or Hispanic
					18.2%
					0.734
					22
Newington	White	Non-White	Black	Hispanic	Black or Hispanic
	12%	23.1%	27.3%	30.8%	29.2%
	N/A	0.789	1.283	2.005	2.222
	25	13	11	13	24
North Haven	White	Non-White	Black	Hispanic	Black or Hispanic
					20%
					10
Norwalk	White	Non-White	Black	Hispanic	Black or Hispanic
	8.3%	30%**	30%**	25%	29.5%**
	N/A	4.12	4.12	2.4	4.292
	24	40	40	24	61
Norwich	White	Non-White	Black	Hispanic	Black or Hispanic
	37.2%	25%	23.7%*	34.3%	27.8%
	N/A	2.5	3.037	0.096	1.871
	94	60	59	35	90
Plainfield	White	Non-White	Black	Hispanic	Black or Hispanic
	4.7%				
	N/A	0.097	0.049	0.097	0.146
	43	2	1	2	3
Plainville	White	Non-White	Black	Hispanic	Black or Hispanic
	26.5%	12.5%	12.5%	14.3%	13.3%
	N/A	0.731	0.731	0.49	1.115
	49	8	8	7	15

Table II.E.5.2: Chi-Square Test of Hit-Rate by Departments, All Consent Searches
2015-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Plymouth	14.7%				
	N/A	0.51	0.51	1.008	1.498
	34	3	3	6	9
Rocky Hill	White	Non-White	Black	Hispanic	Black or Hispanic
	20.7%			28.6%	22.2%
	N/A	0.513	0.513	0.203	0.01
	29	2	2	7	9
Stamford	White	Non-White	Black	Hispanic	Black or Hispanic
	16%	8.7%	4.5%	23.8%	14%
	N/A	0.584	1.615	0.442	0.053
	25	23	22	21	43
Stratford	White	Non-White	Black	Hispanic	Black or Hispanic
	25%	24.2%	26.7%	21.4%	24.1%
	N/A	0.005	0.024	0.112	0.009
	36	33	30	28	58
Trumbull	White	Non-White	Black	Hispanic	Black or Hispanic
	23.1%	9.1%	9.1%	25%	14.7%
	N/A	1.861	1.861	0.019	0.821
	39	22	22	12	34
University of Connecticut	White	Non-White	Black	Hispanic	Black or Hispanic
	59.1%	62.5%	57.1%	100%*	75%
	N/A	0.033	0.009	3.233	1.018
	44	8	7	5	12
Vernon	White	Non-White	Black	Hispanic	Black or Hispanic
	49%	37.3%	38%	41.7%	40%
	N/A	2.084	1.799	0.616	1.736
	145	51	50	36	85
Wallingford	White	Non-White	Black	Hispanic	Black or Hispanic
	47.5%	30.8%	28%*	35.5%	32.1%*
	N/A	2.332	3.079	1.374	3.453
	99	26	25	31	56
Waterbury	White	Non-White	Black	Hispanic	Black or Hispanic
	20%	11.4%	12.1%		7%
	N/A	0.752	0.603	5.28	2.68
	20	35	33	24	57
Waterford	White	Non-White	Black	Hispanic	Black or Hispanic
	44.1%	44.4%	44.4%	53.3%	47.6%
	N/A			0.355	0.064
	34	9	9	15	21
West Hartford	White	Non-White	Black	Hispanic	Black or Hispanic
	58.3%	32%**	34.8%**	33.3%***	33.8%***
	N/A	5.772	4.318	7.788	10.113
	120	25	23	42	65
West Haven	White	Non-White	Black	Hispanic	Black or Hispanic
	9.4%	12.5%	12.8%	3.6%	9.3%
	N/A	0.188	0.217	0.808	
	32	48	47	28	75

Table II.E.5.2: Chi-Square Test of Hit-Rate by Departments, All Consent Searches
2015-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Westport	10%	28.6%*	22.2%	16.7%	20.8%
	N/A	3.465	1.56	0.239	1.457
	40	21	18	6	24
Wethersfield	White	Non-White	Black	Hispanic	Black or Hispanic
	29.7%	23.5%	23.5%	8.8%**	13.7%*
	N/A	0.223	0.223	4.892	3.376
	37	17	17	34	51
Willimantic	White	Non-White	Black	Hispanic	Black or Hispanic
	41.5%	40%	40%	42.3%	41.7%
	N/A	0.007	0.007	0.005	
	41	10	10	26	36
CSP Troop A	White	Non-White	Black	Hispanic	Black or Hispanic
	26.2%	5.9%*	6.3%*	24.1%	18.2%
	N/A	3.232	2.943	0.043	0.943
	65	17	16	29	44
CSP Troop B	White	Non-White	Black	Hispanic	Black or Hispanic
	30%	22.2%	28.6%	28.6%	33.3%
	N/A	0.23	0.006	0.006	0.052
	60	9	7	7	12
CSP Troop C	White	Non-White	Black	Hispanic	Black or Hispanic
	26.3%	49.3%***	50%***	20%	36.9%*
	N/A	12.034	12.133	0.838	3.8
	194	67	62	50	111
CSP Troop D	White	Non-White	Black	Hispanic	Black or Hispanic
	41.3%	36.8%	38.9%	38.9%	40.6%
	N/A	0.132	0.037	0.037	0.004
	109	19	18	18	32
CSP Troop E	White	Non-White	Black	Hispanic	Black or Hispanic
	34.4%	36.1%	36.4%	31.8%	35.3%
	N/A	0.039	0.047	0.054	0.014
	131	36	33	22	51
CSP Troop F	White	Non-White	Black	Hispanic	Black or Hispanic
	45.5%	22.7%*	23.8%*	17.6%**	20%**
	N/A	3.22	2.814	4.037	5.615
	44	22	21	17	35
CSP Troop G	White	Non-White	Black	Hispanic	Black or Hispanic
	25%	13.6%*	12.1%**	12.7%*	12.7%**
	N/A	3.126	4.093	2.888	4.499
	52	103	99	63	158
CSP Troop H	White	Non-White	Black	Hispanic	Black or Hispanic
	32.7%	24.2%	25%	25.7%	26.4%
	N/A	1.012	0.808	0.486	0.646
	52	62	60	35	91
CSP Troop I	White	Non-White	Black	Hispanic	Black or Hispanic
	34.8%	10%*	10%*	35.7%	21.9%
	N/A	3.681	3.681	0.003	1.124
	23	20	20	14	32

Table II.E.5.2: Chi-Square Test of Hit-Rate by Departments, All Consent Searches
2015-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
CSP Troop K	34.4%	15.4%*	15.4%*	23.5%	19%*
	N/A	3.246	3.246	0.725	2.936
	64	26	26	17	42
	White	Non-White	Black	Hispanic	Black or Hispanic
CSP Troop L	29.2%	37.5%	33.3%	25%	29.6%
	N/A	0.45	0.108	0.09	0.002
	96	16	15	12	27

PART III APPENDIX: TRAFFIC STOP ANALYSIS AND FINDINGS, 2013-16

Table III.A.5: Basis for Stop (Sorted bu % Speeding)
2013-2016

Department Name	Total	Speed Related	Cell Phone	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Portland	537	62.4%	8.4%	2.2%	1.7%	1.1%	0.2%	6.0%	2.4%	1.9%	3.7%	0.6%	0.0%	9.1%	0.2%	0.2%
Suffield	3,164	61.7%	3.8%	1.0%	10.3%	0.2%	0.0%	11.9%	0.9%	0.3%	4.6%	0.4%	0.6%	4.3%	0.1%	0.1%
New Milford	10,735	57.5%	8.7%	4.6%	7.5%	1.0%	0.6%	4.8%	3.4%	0.9%	3.1%	0.6%	0.2%	6.5%	0.2%	0.4%
Ridgefield	23,058	50.9%	15.9%	7.3%	6.8%	0.2%	0.0%	2.1%	3.6%	1.9%	4.6%	0.4%	0.9%	4.9%	0.2%	0.4%
Newtown	24,587	50.7%	8.9%	4.3%	10.6%	2.9%	0.1%	5.6%	1.9%	1.2%	7.7%	0.6%	0.7%	4.5%	0.2%	0.2%
Simsbury	10,450	49.8%	8.9%	2.2%	8.8%	2.1%	0.1%	7.2%	2.5%	1.3%	7.2%	0.4%	1.5%	7.5%	0.1%	0.3%
Easton	1,720	49.6%	6.0%	4.4%	3.4%	0.9%	0.2%	6.0%	5.2%	1.7%	14.9%	0.9%	4.0%	1.9%	0.8%	0.2%
Southington	14,321	48.2%	12.1%	6.7%	7.9%	1.1%	0.2%	3.5%	1.1%	5.6%	5.5%	0.8%	0.8%	5.7%	0.2%	0.6%
Guilford	9,935	48.0%	10.5%	1.8%	13.4%	0.7%	0.1%	3.8%	1.4%	1.8%	8.6%	0.3%	0.5%	9.1%	0.1%	0.1%
Redding	6,502	47.0%	6.0%	13.7%	7.9%	0.5%	0.0%	4.9%	6.2%	3.1%	8.5%	1.2%	0.1%	0.3%	0.4%	0.2%
Wolcott	1,554	45.0%	19.9%	1.2%	7.0%	1.7%	0.3%	5.0%	5.7%	0.5%	4.5%	1.7%	0.1%	3.3%	0.2%	3.8%
CSP Headquarters	42,418	44.9%	9.1%	4.0%	1.3%	2.3%	0.1%	7.2%	2.5%	14.2%	0.7%	0.9%	9.7%	1.1%	0.7%	1.5%
Weston	1,262	42.4%	10.5%	4.1%	4.2%	0.4%	0.1%	4.4%	14.0%	0.2%	13.5%	0.7%	1.1%	3.9%	0.1%	0.3%
Old Saybrook	9,327	41.7%	9.3%	7.8%	14.3%	0.4%	0.3%	5.6%	2.4%	0.8%	8.9%	1.9%	1.2%	4.4%	0.2%	0.9%
Enfield	20,857	41.5%	3.1%	4.6%	16.0%	2.3%	0.6%	6.7%	3.6%	5.8%	4.4%	1.2%	0.6%	8.2%	0.3%	1.1%
Seymour	10,851	38.2%	4.1%	5.6%	12.8%	1.5%	0.3%	4.7%	1.9%	2.4%	19.0%	1.3%	0.9%	6.8%	0.3%	0.2%
Groton Long Point	311	37.9%	15.1%	1.9%	2.9%	0.3%	0.3%	1.6%	4.8%	5.5%	28.0%	0.6%	0.0%	0.0%	1.0%	0.0%
Madison	10,547	37.6%	6.6%	10.7%	7.9%	1.3%	0.4%	8.4%	5.4%	2.0%	8.2%	1.1%	6.8%	2.6%	0.3%	0.6%
Thomaston	2,190	37.4%	2.0%	1.6%	20.0%	3.3%	0.5%	9.8%	6.8%	0.5%	9.0%	1.3%	0.2%	6.6%	0.4%	0.7%
CSP Troop E	62,377	37.4%	3.8%	10.1%	3.3%	0.9%	0.1%	9.8%	3.6%	2.0%	1.9%	1.9%	21.9%	2.1%	0.7%	0.4%
Windsor Locks	7,647	37.3%	7.7%	2.9%	13.9%	1.2%	0.6%	3.3%	6.0%	8.1%	8.6%	1.2%	0.6%	7.6%	0.2%	0.7%
Canton	4,561	37.1%	8.3%	2.6%	11.2%	0.5%	0.3%	12.9%	6.3%	1.8%	9.2%	0.7%	0.3%	8.1%	0.2%	0.4%
Bethel	9,812	37.0%	13.7%	5.2%	6.2%	1.7%	0.2%	3.6%	1.9%	4.5%	16.0%	0.4%	0.4%	7.7%	0.3%	1.2%
Granby	3,324	36.9%	13.4%	3.6%	13.0%	2.4%	0.5%	12.6%	2.0%	3.9%	3.1%	0.7%	0.8%	6.0%	0.1%	0.9%
Putnam	4,451	36.3%	10.3%	0.7%	22.1%	3.3%	0.4%	6.4%	2.5%	4.8%	2.1%	0.2%	0.1%	10.4%	0.1%	0.2%
CSP Troop G	74,391	35.7%	8.0%	15.5%	2.1%	1.3%	0.1%	15.0%	3.6%	3.3%	0.4%	2.0%	9.3%	1.5%	1.6%	0.6%
Groton City	6,204	34.3%	8.0%	2.3%	17.8%	1.0%	0.2%	4.0%	2.7%	6.2%	15.4%	1.8%	0.1%	5.0%	0.9%	0.2%
Waterford	12,779	33.7%	6.2%	3.1%	17.1%	5.2%	0.7%	11.6%	4.0%	1.1%	1.0%	2.9%	0.6%	11.0%	0.8%	1.2%
East Hampton	1,729	33.6%	7.9%	11.3%	8.6%	2.1%	0.6%	13.5%	5.6%	1.4%	4.2%	2.7%	0.1%	7.6%	0.4%	0.4%
Cheshire	15,697	33.6%	17.7%	7.2%	9.8%	3.5%	0.1%	8.2%	1.2%	4.0%	6.5%	1.6%	0.1%	4.5%	0.3%	1.7%
CSP Troop B	22,465	33.6%	2.9%	15.2%	6.8%	2.6%	0.3%	6.0%	5.4%	3.2%	3.8%	2.3%	14.7%	2.0%	0.6%	0.8%
CSP Troop H	56,262	33.6%	6.0%	7.2%	2.0%	1.5%	0.1%	14.4%	6.0%	2.7%	0.7%	1.8%	20.6%	1.6%	1.0%	1.1%
Plainfield	4,674	33.2%	3.3%	1.0%	16.1%	1.8%	0.4%	18.2%	4.8%	1.6%	14.2%	1.5%	0.0%	3.2%	0.3%	0.3%
Central CT State University	6,912	33.0%	8.7%	6.5%	13.9%	7.0%	0.1%	3.9%	4.0%	4.7%	2.9%	1.5%	4.2%	9.1%	0.3%	0.3%
Woodbridge	5,652	32.2%	18.1%	13.0%	6.6%	6.1%	0.7%	3.2%	3.4%	2.8%	2.8%	2.7%	2.5%	4.5%	0.7%	0.5%
CSP Troop I	40,475	32.2%	4.9%	8.8%	3.1%	1.0%	0.1%	13.1%	3.3%	3.8%	2.4%	1.6%	22.8%	1.6%	1.0%	0.4%
Coventry	4,952	31.8%	12.1%	4.7%	9.4%	0.9%	1.1%	10.6%	4.4%	8.0%	3.9%	2.0%	7.6%	2.7%	0.4%	0.4%
Monroe	14,744	31.7%	14.4%	8.4%	11.4%	2.6%	0.2%	10.2%	2.2%	2.8%	10.0%	1.3%	0.6%	2.9%	0.2%	1.1%
Norwich	19,061	31.7%	10.4%	2.1%	17.0%	2.4%	0.2%	9.7%	3.1%	3.2%	5.2%	1.3%	0.7%	12.2%	0.5%	0.5%
CSP Troop C	76,490	31.3%	5.3%	9.6%	4.6%	1.6%	0.2%	5.5%	4.5%	3.7%	2.9%	1.4%	27.3%	1.1%	0.5%	0.5%
CSP Troop K	58,366	30.9%	7.7%	8.8%	3.2%	2.6%	0.2%	6.6%	4.5%	3.1%	4.6%	1.4%	23.3%	1.3%	0.8%	0.9%
New Canaan	16,029	30.9%	13.3%	9.1%	15.3%	4.1%	0.1%	5.1%	2.1%	2.2%	5.3%	0.7%	0.4%	9.2%	0.5%	1.6%
Windsor	16,778	30.5%	5.5%	3.3%	24.3%	2.0%	0.2%	5.3%	1.8%	5.0%	6.6%	0.8%	0.3%	13.0%	0.2%	1.3%
CSP Troop A	62,347	29.0%	7.9%	16.0%	3.1%	2.1%	0.1%	11.6%	5.6%	5.3%	1.4%	2.4%	10.8%	1.6%	1.7%	1.3%
Stonington	7,512	28.9%	10.6%	9.0%	11.5%	1.1%	0.3%	9.8%	7.5%	2.8%	5.0%	1.7%	3.3%	7.8%	0.5%	0.3%
Brookfield	7,548	28.7%	25.3%	3.4%	12.3%	1.0%	0.3%	8.6%	1.9%	1.9%	8.1%	0.7%	0.0%	7.5%	0.1%	0.2%

Table III.A.5: Basis for Stop (Sorted bu % Speeding)
2013-2016

Department Name	Total	Speed Related	Cell Phone	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Avon	3,032	28.6%	1.8%	6.3%	18.1%	0.8%	0.1%	11.3%	15.4%	0.5%	8.3%	0.7%	0.5%	7.3%	0.3%	0.1%
Greenwich	21,143	28.6%	11.1%	16.3%	7.3%	2.9%	0.2%	7.0%	3.6%	1.3%	7.8%	1.4%	3.5%	6.6%	1.3%	1.3%
Derby	9,545	28.5%	14.4%	10.1%	4.3%	2.1%	0.1%	5.2%	5.5%	0.9%	10.5%	6.2%	1.0%	9.2%	0.4%	1.6%
CSP Troop F	72,523	28.3%	4.9%	10.7%	2.6%	0.7%	0.2%	7.3%	3.3%	2.8%	1.6%	1.0%	34.1%	1.2%	0.6%	0.6%
CSP Troop L	36,248	28.2%	4.2%	19.8%	6.8%	3.8%	0.9%	6.5%	6.1%	3.1%	2.7%	4.1%	10.8%	0.7%	0.9%	1.4%
Watertown	4,756	26.7%	9.9%	17.5%	5.3%	6.3%	0.1%	4.4%	1.5%	7.7%	10.4%	1.9%	1.3%	6.5%	0.3%	0.4%
Wilton	14,686	26.6%	9.8%	12.4%	16.9%	2.1%	0.3%	10.8%	2.4%	0.6%	6.0%	1.0%	0.2%	8.6%	0.6%	1.8%
Department of Motor Vehicle	6,552	26.0%	15.4%	9.7%	1.4%	1.3%	1.1%	15.3%	12.0%	2.6%	1.5%	0.9%	5.2%	4.2%	1.1%	2.5%
Westport	18,526	25.8%	21.6%	4.9%	10.0%	3.4%	0.2%	6.3%	2.0%	1.6%	9.7%	0.8%	2.3%	9.2%	0.2%	2.0%
Groton Town	16,582	25.7%	5.4%	13.1%	14.6%	2.3%	0.2%	13.7%	5.8%	3.9%	5.3%	0.5%	0.2%	8.1%	0.1%	1.2%
East Windsor	2,999	25.2%	12.4%	7.0%	11.1%	3.2%	0.3%	9.1%	3.9%	6.7%	7.8%	4.2%	0.2%	7.2%	1.2%	0.4%
Bloomfield	14,019	25.2%	6.4%	2.6%	12.9%	5.4%	0.1%	6.6%	1.5%	2.5%	12.7%	1.3%	2.2%	19.3%	0.1%	1.3%
Clinton	7,686	24.5%	6.1%	3.1%	20.2%	4.3%	0.5%	12.7%	3.4%	8.6%	6.9%	0.9%	1.0%	5.9%	0.7%	1.3%
Ansonia	14,567	24.4%	14.6%	4.1%	12.4%	2.9%	0.4%	6.0%	4.4%	2.4%	16.9%	1.0%	0.0%	9.4%	0.3%	0.7%
Darien	9,355	24.2%	10.0%	7.1%	11.7%	8.0%	0.1%	5.6%	2.3%	8.6%	4.9%	0.9%	7.5%	7.3%	0.4%	1.4%
Rocky Hill	11,192	24.2%	11.7%	9.1%	13.2%	2.4%	0.2%	8.4%	4.1%	3.6%	11.1%	1.9%	0.5%	8.8%	0.3%	0.5%
Bristol	15,977	24.1%	11.8%	11.7%	8.9%	3.0%	0.2%	5.7%	2.6%	8.1%	9.2%	3.1%	0.6%	9.9%	0.7%	0.3%
Southern CT State University	2,627	23.4%	6.7%	2.5%	11.4%	0.6%	0.0%	4.9%	4.2%	5.5%	0.6%	1.8%	0.4%	36.7%	1.1%	0.1%
Meriden	7,964	23.3%	11.0%	5.8%	5.9%	1.7%	0.5%	6.5%	6.8%	4.4%	14.6%	5.0%	1.3%	10.7%	1.3%	1.2%
CSP Troop D	48,663	23.0%	3.8%	17.4%	4.1%	2.0%	0.3%	6.4%	8.7%	4.2%	2.8%	4.1%	20.1%	1.3%	1.0%	0.8%
East Hartford	23,652	22.5%	13.4%	13.7%	2.9%	2.8%	0.1%	3.2%	1.7%	11.7%	7.2%	8.8%	1.4%	5.7%	0.6%	4.3%
Naugatuck	15,788	22.4%	9.6%	5.1%	13.0%	4.2%	0.5%	8.2%	5.6%	5.9%	13.4%	0.4%	0.8%	9.9%	0.3%	0.8%
Fairfield	21,144	22.4%	14.5%	9.2%	7.1%	2.6%	0.3%	6.6%	6.1%	10.5%	4.4%	3.8%	1.3%	9.8%	0.8%	0.6%
Glastonbury	14,705	22.0%	15.2%	13.0%	14.2%	1.7%	0.3%	7.3%	3.4%	3.1%	8.2%	4.3%	1.0%	5.5%	0.3%	0.5%
North Haven	7,750	21.8%	14.1%	11.8%	9.3%	2.0%	0.2%	5.4%	3.4%	7.6%	4.9%	3.8%	3.0%	10.7%	0.9%	0.9%
North Branford	3,431	21.6%	4.8%	25.9%	7.1%	2.1%	0.6%	14.5%	5.4%	1.1%	5.4%	5.4%	0.4%	4.8%	0.6%	0.3%
Plymouth	6,618	20.6%	12.7%	3.9%	14.5%	10.3%	0.3%	7.1%	6.1%	3.0%	10.4%	1.0%	0.2%	5.3%	0.3%	4.3%
Orange	12,025	20.5%	18.5%	7.0%	13.9%	5.6%	0.2%	4.0%	1.7%	1.4%	3.0%	2.2%	3.4%	16.9%	0.6%	1.2%
Berlin	17,684	20.0%	19.2%	6.6%	9.1%	2.9%	0.1%	6.5%	2.8%	5.8%	4.7%	1.7%	4.1%	15.7%	0.4%	0.2%
Middlebury	502	19.7%	26.9%	1.6%	2.6%	1.2%	0.6%	6.4%	21.5%	3.2%	8.4%	0.6%	0.0%	6.4%	0.2%	0.8%
Danbury	17,401	19.5%	37.6%	12.8%	4.6%	1.0%	0.3%	3.8%	3.0%	0.6%	3.7%	1.0%	1.2%	9.2%	0.9%	0.9%
University of Connecticut	7,476	19.2%	5.5%	3.1%	26.4%	2.4%	0.7%	12.9%	7.0%	1.4%	16.0%	0.5%	0.8%	3.2%	0.1%	0.8%
Hartford	18,646	19.1%	20.5%	4.1%	3.0%	4.7%	0.4%	5.6%	4.5%	3.1%	10.7%	6.6%	3.8%	10.3%	0.3%	3.4%
Torrington	20,578	19.0%	5.6%	2.4%	27.8%	4.5%	0.8%	3.9%	5.0%	0.9%	15.1%	1.0%	0.3%	12.8%	0.4%	0.4%
Shelton	1,937	18.4%	6.7%	6.4%	9.0%	6.7%	0.3%	13.1%	17.1%	1.7%	5.1%	1.9%	1.7%	11.0%	0.2%	0.7%
Farmington	14,942	18.3%	17.4%	16.4%	11.4%	1.2%	0.3%	13.1%	1.8%	2.2%	5.5%	2.0%	1.2%	8.8%	0.4%	0.1%
Cromwell	5,843	17.9%	12.2%	13.2%	17.3%	1.4%	0.2%	8.7%	2.5%	2.1%	6.2%	3.2%	0.1%	14.9%	0.2%	0.1%
Wethersfield	13,159	17.6%	5.0%	9.6%	14.4%	12.8%	0.2%	11.4%	4.7%	1.7%	3.7%	7.0%	1.4%	6.1%	0.3%	4.1%
Plainville	11,742	17.6%	8.9%	9.3%	18.9%	6.0%	0.3%	9.3%	6.0%	2.0%	7.3%	2.8%	0.0%	8.2%	0.3%	3.2%
Vernon	11,503	16.4%	5.9%	5.3%	17.6%	3.3%	0.5%	18.2%	4.7%	2.0%	9.6%	2.1%	1.2%	12.1%	0.1%	0.9%
Milford	10,313	15.9%	12.1%	5.4%	9.7%	6.4%	0.3%	8.6%	16.0%	3.8%	7.7%	2.5%	0.5%	10.2%	0.3%	0.6%
South Windsor	10,285	15.5%	8.6%	9.5%	18.7%	11.3%	0.5%	5.3%	1.1%	9.0%	9.3%	1.9%	0.7%	8.2%	0.2%	0.6%
New Haven	43,076	15.2%	6.8%	5.7%	7.7%	5.0%	0.2%	3.4%	10.1%	3.9%	8.6%	2.9%	0.7%	26.4%	0.6%	2.8%
Winsted	1,996	15.1%	3.5%	7.3%	14.8%	5.9%	0.6%	9.0%	10.4%	4.9%	5.1%	4.6%	1.6%	16.4%	0.7%	0.2%
West Haven	15,848	14.7%	5.9%	14.1%	17.9%	5.7%	1.3%	5.5%	5.1%	1.7%	15.3%	0.9%	0.2%	9.0%	0.4%	2.3%
Manchester	20,973	14.7%	9.9%	9.4%	14.0%	3.6%	0.3%	6.4%	1.6%	10.2%	9.9%	3.2%	0.6%	13.5%	0.6%	2.3%

Table III.A.5: Basis for Stop (Sorted bu % Speeding)
2013-2016

Department Name	Total	Speed Related	Cell Phone	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Stamford	25,049	14.4%	16.3%	0.8%	12.3%	3.7%	0.2%	4.9%	5.8%	3.1%	12.9%	0.1%	0.6%	20.2%	0.2%	4.6%
Willimantic	9,646	13.7%	10.1%	7.8%	20.3%	1.2%	0.4%	8.7%	9.0%	4.7%	8.0%	3.8%	1.9%	8.8%	0.6%	0.9%
Western CT State University	137	11.7%	12.4%	0.0%	1.5%	0.0%	0.0%	8.0%	33.6%	7.3%	9.5%	1.5%	0.0%	13.9%	0.7%	0.0%
Wallingford	28,202	11.6%	15.2%	10.0%	14.7%	5.3%	0.9%	7.3%	3.7%	6.9%	11.1%	3.0%	0.1%	8.8%	0.1%	1.3%
New London	7,143	11.6%	12.5%	2.5%	9.7%	1.3%	0.6%	7.6%	7.0%	7.2%	16.4%	1.8%	2.4%	18.5%	0.3%	0.9%
Newington	16,964	11.1%	4.6%	13.1%	26.3%	3.7%	1.1%	9.4%	4.7%	1.2%	8.1%	2.8%	0.1%	9.7%	0.4%	3.7%
Middletown	8,576	11.0%	4.2%	7.9%	19.8%	7.7%	0.7%	8.6%	4.0%	8.2%	13.1%	3.3%	0.1%	8.7%	0.7%	1.9%
Trumbull	8,190	10.9%	15.9%	23.7%	9.1%	6.3%	0.3%	3.8%	4.2%	4.9%	6.1%	3.5%	1.1%	8.4%	0.4%	1.3%
Branford	16,351	10.6%	17.0%	25.6%	4.4%	0.8%	0.1%	5.1%	4.1%	2.1%	5.5%	3.7%	0.5%	19.0%	0.6%	1.0%
Norwalk	17,413	10.4%	17.9%	13.8%	8.9%	2.9%	0.5%	6.3%	6.1%	4.1%	6.8%	2.3%	6.8%	9.4%	2.0%	1.9%
East Haven	8,261	10.2%	11.6%	11.0%	12.0%	4.9%	0.6%	5.7%	5.8%	1.3%	22.6%	3.7%	1.1%	5.5%	1.1%	2.7%
Waterbury	7,358	9.0%	16.5%	9.5%	4.2%	3.6%	0.7%	8.6%	3.6%	6.5%	6.5%	9.2%	4.8%	13.9%	0.8%	2.5%
Stratford	8,057	9.0%	8.5%	17.4%	11.2%	4.7%	0.2%	9.9%	5.3%	4.1%	9.3%	7.6%	0.6%	9.3%	0.8%	2.0%
Hamden	14,061	8.6%	20.9%	14.3%	11.4%	1.6%	0.3%	5.1%	7.5%	1.1%	7.0%	4.4%	3.4%	13.5%	0.5%	0.5%
West Hartford	25,939	8.6%	23.4%	15.6%	6.5%	3.4%	0.4%	14.7%	3.0%	3.1%	3.6%	4.1%	1.5%	9.8%	0.7%	1.7%
Bridgeport	13,438	8.4%	22.4%	2.8%	4.0%	3.2%	0.6%	6.9%	3.0%	9.8%	13.1%	2.0%	5.3%	14.5%	1.7%	2.4%
New Britain	20,595	7.1%	10.3%	7.5%	10.8%	4.0%	0.5%	6.8%	5.8%	3.2%	24.5%	4.7%	0.1%	10.7%	0.7%	3.4%
Eastern CT State University	499	5.0%	4.2%	0.6%	15.4%	1.6%	0.2%	5.2%	5.6%	4.8%	55.5%	0.6%	0.2%	0.2%	0.2%	0.6%
Yale	2,511	1.2%	6.3%	6.3%	7.3%	2.3%	0.4%	6.6%	16.7%	1.3%	1.7%	3.4%	0.0%	45.0%	0.7%	0.7%
State Capitol Police	728	0.4%	1.5%	0.7%	22.7%	1.6%	0.0%	20.3%	5.1%	0.5%	3.0%	0.4%	0.5%	42.3%	0.5%	0.3%

Department Name	Total	Registration	Speed Related	Cell Phone	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
North Branford	3,431	25.9%	21.6%	4.8%	7.1%	2.1%	0.6%	14.5%	5.4%	1.1%	5.4%	5.4%	0.4%	4.8%	0.6%	0.3%
Branford	16,351	25.6%	10.6%	17.0%	4.4%	0.8%	0.1%	5.1%	4.1%	2.1%	5.5%	3.7%	0.5%	19.0%	0.6%	1.0%
Trumbull	8,190	23.7%	10.9%	15.9%	9.1%	6.3%	0.3%	3.8%	4.2%	4.9%	6.1%	3.5%	1.1%	8.4%	0.4%	1.3%
CSP Troop L	36,248	19.8%	28.2%	4.2%	6.8%	3.8%	0.9%	6.5%	6.1%	3.1%	2.7%	4.1%	10.8%	0.7%	0.9%	1.4%
Watertown	4,756	17.5%	26.7%	9.9%	5.3%	6.3%	0.1%	4.4%	1.5%	7.7%	10.4%	1.9%	1.3%	6.5%	0.3%	0.4%
Stratford	8,057	17.4%	9.0%	8.5%	11.2%	4.7%	0.2%	9.9%	5.3%	4.1%	9.3%	7.6%	0.6%	9.3%	0.8%	2.0%
CSP Troop D	48,663	17.4%	23.0%	3.8%	4.1%	2.0%	0.3%	6.4%	8.7%	4.2%	2.8%	4.1%	20.1%	1.3%	1.0%	0.8%
Farmington	14,942	16.4%	18.3%	17.4%	11.4%	1.2%	0.3%	13.1%	1.8%	2.2%	5.5%	2.0%	1.2%	8.8%	0.4%	0.1%
Greenwich	21,143	16.3%	28.6%	11.1%	7.3%	2.9%	0.2%	7.0%	3.6%	1.3%	7.8%	1.4%	3.5%	6.6%	1.3%	1.3%
CSP Troop A	62,347	16.0%	29.0%	7.9%	3.1%	2.1%	0.1%	11.6%	5.6%	5.3%	1.4%	2.4%	10.8%	1.6%	1.7%	1.3%
West Hartford	25,939	15.6%	8.6%	23.4%	6.5%	3.4%	0.4%	14.7%	3.0%	3.1%	3.6%	4.1%	1.5%	9.8%	0.7%	1.7%
CSP Troop G	74,391	15.5%	35.7%	8.0%	2.1%	1.3%	0.1%	15.0%	3.6%	3.3%	0.4%	2.0%	9.3%	1.5%	1.6%	0.6%
CSP Troop B	22,465	15.2%	33.6%	2.9%	6.8%	2.6%	0.3%	6.0%	5.4%	3.2%	3.8%	2.3%	14.7%	2.0%	0.6%	0.8%
Hamden	14,061	14.3%	8.6%	20.9%	11.4%	1.6%	0.3%	5.1%	7.5%	1.1%	7.0%	4.4%	3.4%	13.5%	0.5%	0.5%
West Haven	15,848	14.1%	14.7%	5.9%	17.9%	5.7%	1.3%	5.5%	5.1%	1.7%	15.3%	0.9%	0.2%	9.0%	0.4%	2.3%
Norwalk	17,413	13.8%	10.4%	17.9%	8.9%	2.9%	0.5%	6.3%	6.1%	4.1%	6.8%	2.3%	6.8%	9.4%	2.0%	1.9%
Redding	6,502	13.7%	47.0%	6.0%	7.9%	0.5%	0.0%	4.9%	6.2%	3.1%	8.5%	1.2%	0.1%	0.3%	0.4%	0.2%
East Hartford	23,652	13.7%	22.5%	13.4%	2.9%	2.8%	0.1%	3.2%	1.7%	11.7%	7.2%	8.8%	1.4%	5.7%	0.6%	4.3%
Cromwell	5,843	13.2%	17.9%	12.2%	17.3%	1.4%	0.2%	8.7%	2.5%	2.1%	6.2%	3.2%	0.1%	14.9%	0.2%	0.1%
Newington	16,964	13.1%	11.1%	4.6%	26.3%	3.7%	1.1%	9.4%	4.7%	1.2%	8.1%	2.8%	0.1%	9.7%	0.4%	3.7%
Groton Town	16,582	13.1%	25.7%	5.4%	14.6%	2.3%	0.2%	13.7%	5.8%	3.9%	5.3%	0.5%	0.2%	8.1%	0.1%	1.2%
Woodbridge	5,652	13.0%	32.2%	18.1%	6.6%	6.1%	0.7%	3.2%	3.4%	2.8%	2.8%	2.7%	2.5%	4.5%	0.7%	0.5%
Glastonbury	14,705	13.0%	22.0%	15.2%	14.2%	1.7%	0.3%	7.3%	3.4%	3.1%	8.2%	4.3%	1.0%	5.5%	0.3%	0.5%
Danbury	17,401	12.8%	19.5%	37.6%	4.6%	1.0%	0.3%	3.8%	3.0%	0.6%	3.7%	1.0%	1.2%	9.2%	0.9%	0.9%
Wilton	14,686	12.4%	26.6%	9.8%	16.9%	2.1%	0.3%	10.8%	2.4%	0.6%	6.0%	1.0%	0.2%	8.6%	0.6%	1.8%
North Haven	7,750	11.8%	21.8%	14.1%	9.3%	2.0%	0.2%	5.4%	3.4%	7.6%	4.9%	3.8%	3.0%	10.7%	0.9%	0.9%
Bristol	15,977	11.7%	24.1%	11.8%	8.9%	3.0%	0.2%	5.7%	2.6%	8.1%	9.2%	3.1%	0.6%	9.9%	0.7%	0.3%
East Hampton	1,729	11.3%	33.6%	7.9%	8.6%	2.1%	0.6%	13.5%	5.6%	1.4%	4.2%	2.7%	0.1%	7.6%	0.4%	0.4%
East Haven	8,261	11.0%	10.2%	11.6%	12.0%	4.9%	0.6%	5.7%	5.8%	1.3%	22.6%	3.7%	1.1%	5.5%	1.1%	2.7%
CSP Troop F	72,523	10.7%	28.3%	4.9%	2.6%	0.7%	0.2%	7.3%	3.3%	2.8%	1.6%	1.0%	34.1%	1.2%	0.6%	0.6%
Madison	10,547	10.7%	37.6%	6.6%	7.9%	1.3%	0.4%	8.4%	5.4%	2.0%	8.2%	1.1%	6.8%	2.6%	0.3%	0.6%
CSP Troop E	62,377	10.1%	37.4%	3.8%	3.3%	0.9%	0.1%	9.8%	3.6%	2.0%	1.9%	1.9%	21.9%	2.1%	0.7%	0.4%
Derby	9,545	10.1%	28.5%	14.4%	4.3%	2.1%	0.1%	5.2%	5.5%	0.9%	10.5%	6.2%	1.0%	9.2%	0.4%	1.6%
Wallingford	28,202	10.0%	11.6%	15.2%	14.7%	5.3%	0.9%	7.3%	3.7%	6.9%	11.1%	3.0%	0.1%	8.8%	0.1%	1.3%
Department of Motor Vehicle	6,552	9.7%	26.0%	15.4%	1.4%	1.3%	1.1%	15.3%	12.0%	2.6%	1.5%	0.9%	5.2%	4.2%	1.1%	2.5%
CSP Troop C	76,490	9.6%	31.3%	5.3%	4.6%	1.6%	0.2%	5.5%	4.5%	3.7%	2.9%	1.4%	27.3%	1.1%	0.5%	0.5%
Wethersfield	13,159	9.6%	17.6%	5.0%	14.4%	12.8%	0.2%	11.4%	4.7%	1.7%	3.7%	7.0%	1.4%	6.1%	0.3%	4.1%
Waterbury	7,358	9.5%	9.0%	16.5%	4.2%	3.6%	0.7%	8.6%	3.6%	6.5%	6.5%	9.2%	4.8%	13.9%	0.8%	2.5%
South Windsor	10,285	9.5%	15.5%	8.6%	18.7%	11.3%	0.5%	5.3%	1.1%	9.0%	9.3%	1.9%	0.7%	8.2%	0.2%	0.6%
Manchester	20,973	9.4%	14.7%	9.9%	14.0%	3.6%	0.3%	6.4%	1.6%	10.2%	9.9%	3.2%	0.6%	13.5%	0.6%	2.3%
Plainville	11,742	9.3%	17.6%	8.9%	18.9%	6.0%	0.3%	9.3%	6.0%	2.0%	7.3%	2.8%	0.0%	8.2%	0.3%	3.2%
Fairfield	21,144	9.2%	22.4%	14.5%	7.1%	2.6%	0.3%	6.6%	6.1%	10.5%	4.4%	3.8%	1.3%	9.8%	0.8%	0.6%
Rocky Hill	11,192	9.1%	24.2%	11.7%	13.2%	2.4%	0.2%	8.4%	4.1%	3.6%	11.1%	1.9%	0.5%	8.8%	0.3%	0.5%
New Canaan	16,029	9.1%	30.9%	13.3%	15.3%	4.1%	0.1%	5.1%	2.1%	2.2%	5.3%	0.7%	0.4%	9.2%	0.5%	1.6%
Stonington	7,512	9.0%	28.9%	10.6%	11.5%	1.1%	0.3%	9.8%	7.5%	2.8%	5.0%	1.7%	3.3%	7.8%	0.5%	0.3%
CSP Troop K	58,366	8.8%	30.9%	7.7%	3.2%	2.6%	0.2%	6.6%	4.5%	3.1%	4.6%	1.4%	23.3%	1.3%	0.8%	0.9%
CSP Troop I	40,475	8.8%	32.2%	4.9%	3.1%	1.0%	0.1%	13.1%	3.3%	3.8%	2.4%	1.6%	22.8%	1.6%	1.0%	0.4%

Department Name	Total	Registration	Speed Related	Cell Phone	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Monroe	14,744	8.4%	31.7%	14.4%	11.4%	2.6%	0.2%	10.2%	2.2%	2.8%	10.0%	1.3%	0.6%	2.9%	0.2%	1.1%
Middletown	8,576	7.9%	11.0%	4.2%	19.8%	7.7%	0.7%	8.6%	4.0%	8.2%	13.1%	3.3%	0.1%	8.7%	0.7%	1.9%
Old Saybrook	9,327	7.8%	41.7%	9.3%	14.3%	0.4%	0.3%	5.6%	2.4%	0.8%	8.9%	1.9%	1.2%	4.4%	0.2%	0.9%
Willimantic	9,646	7.8%	13.7%	10.1%	20.3%	1.2%	0.4%	8.7%	9.0%	4.7%	8.0%	3.8%	1.9%	8.8%	0.6%	0.9%
New Britain	20,595	7.5%	7.1%	10.3%	10.8%	4.0%	0.5%	6.8%	5.8%	3.2%	24.5%	4.7%	0.1%	10.7%	0.7%	3.4%
Ridgefield	23,058	7.3%	50.9%	15.9%	6.8%	0.2%	0.0%	2.1%	3.6%	1.9%	4.6%	0.4%	0.9%	4.9%	0.2%	0.4%
Winsted	1,996	7.3%	15.1%	3.5%	14.8%	5.9%	0.6%	9.0%	10.4%	4.9%	5.1%	4.6%	1.6%	16.4%	0.7%	0.2%
Cheshire	15,697	7.2%	33.6%	17.7%	9.8%	3.5%	0.1%	8.2%	1.2%	4.0%	6.5%	1.6%	0.1%	4.5%	0.3%	1.7%
CSP Troop H	56,262	7.2%	33.6%	6.0%	2.0%	1.5%	0.1%	14.4%	6.0%	2.7%	0.7%	1.8%	20.6%	1.6%	1.0%	1.1%
Darien	9,355	7.1%	24.2%	10.0%	11.7%	8.0%	0.1%	5.6%	2.3%	8.6%	4.9%	0.9%	7.5%	7.3%	0.4%	1.4%
East Windsor	2,999	7.0%	25.2%	12.4%	11.1%	3.2%	0.3%	9.1%	3.9%	6.7%	7.8%	4.2%	0.2%	7.2%	1.2%	0.4%
Orange	12,025	7.0%	20.5%	18.5%	13.9%	5.6%	0.2%	4.0%	1.7%	1.4%	3.0%	2.2%	3.4%	16.9%	0.6%	1.2%
Southington	14,321	6.7%	48.2%	12.1%	7.9%	1.1%	0.2%	3.5%	1.1%	5.6%	5.5%	0.8%	0.8%	5.7%	0.2%	0.6%
Berlin	17,684	6.6%	20.0%	19.2%	9.1%	2.9%	0.1%	6.5%	2.8%	5.8%	4.7%	1.7%	4.1%	15.7%	0.4%	0.2%
Central CT State University	6,912	6.5%	33.0%	8.7%	13.9%	7.0%	0.1%	3.9%	4.0%	4.7%	2.9%	1.5%	4.2%	9.1%	0.3%	0.3%
Shelton	1,937	6.4%	18.4%	6.7%	9.0%	6.7%	0.3%	13.1%	17.1%	1.7%	5.1%	1.9%	1.7%	11.0%	0.2%	0.7%
Avon	3,032	6.3%	28.6%	1.8%	18.1%	0.8%	0.1%	11.3%	15.4%	0.5%	8.3%	0.7%	0.5%	7.3%	0.3%	0.1%
Yale	2,511	6.3%	1.2%	6.3%	7.3%	2.3%	0.4%	6.6%	16.7%	1.3%	1.7%	3.4%	0.0%	45.0%	0.7%	0.7%
Meriden	7,964	5.8%	23.3%	11.0%	5.9%	1.7%	0.5%	6.5%	6.8%	4.4%	14.6%	5.0%	1.3%	10.7%	1.3%	1.2%
New Haven	43,076	5.7%	15.2%	6.8%	7.7%	5.0%	0.2%	3.4%	10.1%	3.9%	8.6%	2.9%	0.7%	26.4%	0.6%	2.8%
Seymour	10,851	5.6%	38.2%	4.1%	12.8%	1.5%	0.3%	4.7%	1.9%	2.4%	19.0%	1.3%	0.9%	6.8%	0.3%	0.2%
Milford	10,313	5.4%	15.9%	12.1%	9.7%	6.4%	0.3%	8.6%	16.0%	3.8%	7.7%	2.5%	0.5%	10.2%	0.3%	0.6%
Vernon	11,503	5.3%	16.4%	5.9%	17.6%	3.3%	0.5%	18.2%	4.7%	2.0%	9.6%	2.1%	1.2%	12.1%	0.1%	0.9%
Bethel	9,812	5.2%	37.0%	13.7%	6.2%	1.7%	0.2%	3.6%	1.9%	4.5%	16.0%	0.4%	0.4%	7.7%	0.3%	1.2%
Naugatuck	15,788	5.1%	22.4%	9.6%	13.0%	4.2%	0.5%	8.2%	5.6%	5.9%	13.4%	0.4%	0.8%	9.9%	0.3%	0.8%
Westport	18,526	4.9%	25.8%	21.6%	10.0%	3.4%	0.2%	6.3%	2.0%	1.6%	9.7%	0.8%	2.3%	9.2%	0.2%	2.0%
Coventry	4,952	4.7%	31.8%	12.1%	9.4%	0.9%	1.1%	10.6%	4.4%	8.0%	3.9%	2.0%	7.6%	2.7%	0.4%	0.4%
New Milford	10,735	4.6%	57.5%	8.7%	7.5%	1.0%	0.6%	4.8%	3.4%	0.9%	3.1%	0.6%	0.2%	6.5%	0.2%	0.4%
Enfield	20,857	4.6%	41.5%	3.1%	16.0%	2.3%	0.6%	6.7%	3.6%	5.8%	4.4%	1.2%	0.6%	8.2%	0.3%	1.1%
Easton	1,720	4.4%	49.6%	6.0%	3.4%	0.9%	0.2%	6.0%	5.2%	1.7%	14.9%	0.9%	4.0%	1.9%	0.8%	0.2%
Newtown	24,587	4.3%	50.7%	8.9%	10.6%	2.9%	0.1%	5.6%	1.9%	1.2%	7.7%	0.6%	0.7%	4.5%	0.2%	0.2%
Weston	1,262	4.1%	42.4%	10.5%	4.2%	0.4%	0.1%	4.4%	14.0%	0.2%	13.5%	0.7%	1.1%	3.9%	0.1%	0.3%
Ansonia	14,567	4.1%	24.4%	14.6%	12.4%	2.9%	0.4%	6.0%	4.4%	2.4%	16.9%	1.0%	0.0%	9.4%	0.3%	0.7%
Hartford	18,646	4.1%	19.1%	20.5%	3.0%	4.7%	0.4%	5.6%	4.5%	3.1%	10.7%	6.6%	3.8%	10.3%	0.3%	3.4%
CSP Headquarters	42,418	4.0%	44.9%	9.1%	1.3%	2.3%	0.1%	7.2%	2.5%	14.2%	0.7%	0.9%	9.7%	1.1%	0.7%	1.5%
Plymouth	6,618	3.9%	20.6%	12.7%	14.5%	10.3%	0.3%	7.1%	6.1%	3.0%	10.4%	1.0%	0.2%	5.3%	0.3%	4.3%
Granby	3,324	3.6%	36.9%	13.4%	13.0%	2.4%	0.5%	12.6%	2.0%	3.9%	3.1%	0.7%	0.8%	6.0%	0.1%	0.9%
Brookfield	7,548	3.4%	28.7%	25.3%	12.3%	1.0%	0.3%	8.6%	1.9%	1.9%	8.1%	0.7%	0.0%	7.5%	0.1%	0.2%
Windsor	16,778	3.3%	30.5%	5.5%	24.3%	2.0%	0.2%	5.3%	1.8%	5.0%	6.6%	0.8%	0.3%	13.0%	0.2%	1.3%
Waterford	12,779	3.1%	33.7%	6.2%	17.1%	5.2%	0.7%	11.6%	4.0%	1.1%	1.0%	2.9%	0.6%	11.0%	0.8%	1.2%
University of Connecticut	7,476	3.1%	19.2%	5.5%	26.4%	2.4%	0.7%	12.9%	7.0%	1.4%	16.0%	0.5%	0.8%	3.2%	0.1%	0.8%
Clinton	7,686	3.1%	24.5%	6.1%	20.2%	4.3%	0.5%	12.7%	3.4%	8.6%	6.9%	0.9%	1.0%	5.9%	0.7%	1.3%
Windsor Locks	7,647	2.9%	37.3%	7.7%	13.9%	1.2%	0.6%	3.3%	6.0%	8.1%	8.6%	1.2%	0.6%	7.6%	0.2%	0.7%
Bridgeport	13,438	2.8%	8.4%	22.4%	4.0%	3.2%	0.6%	6.9%	3.0%	9.8%	13.1%	2.0%	5.3%	14.5%	1.7%	2.4%
Bloomfield	14,019	2.6%	25.2%	6.4%	12.9%	5.4%	0.1%	6.6%	1.5%	2.5%	12.7%	1.3%	2.2%	19.3%	0.1%	1.3%
Canton	4,561	2.6%	37.1%	8.3%	11.2%	0.5%	0.3%	12.9%	6.3%	1.8%	9.2%	0.7%	0.3%	8.1%	0.2%	0.4%
New London	7,143	2.5%	11.6%	12.5%	9.7%	1.3%	0.6%	7.6%	7.0%	7.2%	16.4%	1.8%	2.4%	18.5%	0.3%	0.9%

Table III.A.6: Basis for Stop (Sorted by % Registration)
2013-2016

Department Name	Total	Registration	Speed Related	Cell Phone	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Southern CT State University	2,627	2.5%	23.4%	6.7%	11.4%	0.6%	0.0%	4.9%	4.2%	5.5%	0.6%	1.8%	0.4%	36.7%	1.1%	0.1%
Torrington	20,578	2.4%	19.0%	5.6%	27.8%	4.5%	0.8%	3.9%	5.0%	0.9%	15.1%	1.0%	0.3%	12.8%	0.4%	0.4%
Groton City	6,204	2.3%	34.3%	8.0%	17.8%	1.0%	0.2%	4.0%	2.7%	6.2%	15.4%	1.8%	0.1%	5.0%	0.9%	0.2%
Portland	537	2.2%	62.4%	8.4%	1.7%	1.1%	0.2%	6.0%	2.4%	1.9%	3.7%	0.6%	0.0%	9.1%	0.2%	0.2%
Simsbury	10,450	2.2%	49.8%	8.9%	8.8%	2.1%	0.1%	7.2%	2.5%	1.3%	7.2%	0.4%	1.5%	7.5%	0.1%	0.3%
Norwich	19,061	2.1%	31.7%	10.4%	17.0%	2.4%	0.2%	9.7%	3.1%	3.2%	5.2%	1.3%	0.7%	12.2%	0.5%	0.5%
Groton Long Point	311	1.9%	37.9%	15.1%	2.9%	0.3%	0.3%	1.6%	4.8%	5.5%	28.0%	0.6%	0.0%	0.0%	1.0%	0.0%
Guilford	9,935	1.8%	48.0%	10.5%	13.4%	0.7%	0.1%	3.8%	1.4%	1.8%	8.6%	0.3%	0.5%	9.1%	0.1%	0.1%
Middlebury	502	1.6%	19.7%	26.9%	2.6%	1.2%	0.6%	6.4%	21.5%	3.2%	8.4%	0.6%	0.0%	6.4%	0.2%	0.8%
Thomaston	2,190	1.6%	37.4%	2.0%	20.0%	3.3%	0.5%	9.8%	6.8%	0.5%	9.0%	1.3%	0.2%	6.6%	0.4%	0.7%
Wolcott	1,554	1.2%	45.0%	19.9%	7.0%	1.7%	0.3%	5.0%	5.7%	0.5%	4.5%	1.7%	0.1%	3.3%	0.2%	3.8%
Plainfield	4,674	1.0%	33.2%	3.3%	16.1%	1.8%	0.4%	18.2%	4.8%	1.6%	14.2%	1.5%	0.0%	3.2%	0.3%	0.3%
Suffield	3,164	1.0%	61.7%	3.8%	10.3%	0.2%	0.0%	11.9%	0.9%	0.3%	4.6%	0.4%	0.6%	4.3%	0.1%	0.1%
Stamford	25,049	0.8%	14.4%	16.3%	12.3%	3.7%	0.2%	4.9%	3.1%	5.8%	12.9%	0.1%	0.6%	20.2%	0.2%	4.6%
State Capitol Police	728	0.7%	0.4%	1.5%	22.7%	1.6%	0.0%	20.3%	5.1%	0.5%	3.0%	0.4%	0.5%	42.3%	0.5%	0.3%
Putnam	4,451	0.7%	36.3%	10.3%	22.1%	3.3%	0.4%	6.4%	2.5%	4.8%	2.1%	0.2%	0.1%	10.4%	0.1%	0.2%
Eastern CT State University	499	0.6%	5.0%	4.2%	15.4%	1.6%	0.2%	5.2%	5.6%	4.8%	55.5%	0.6%	0.2%	0.2%	0.2%	0.6%
Western CT State University	137	0.0%	11.7%	12.4%	1.5%	0.0%	0.0%	8.0%	33.6%	7.3%	9.5%	1.5%	0.0%	13.9%	0.7%	0.0%

Table III.A.7: Basis for Stop (Sorted by % Cell Phone)
2013-2016

Department Name	Total	Cell Phone	Speed Related	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Danbury	17,401	37.6%	19.5%	12.8%	4.6%	1.0%	0.3%	3.8%	3.0%	0.6%	3.7%	1.0%	1.2%	9.2%	0.9%	0.9%
Middlebury	502	26.9%	19.7%	1.6%	2.6%	1.2%	0.6%	6.4%	21.5%	3.2%	8.4%	0.6%	0.0%	6.4%	0.2%	0.8%
Brookfield	7,548	25.3%	28.7%	3.4%	12.3%	1.0%	0.3%	8.6%	1.9%	1.9%	8.1%	0.7%	0.0%	7.5%	0.1%	0.2%
West Hartford	25,939	23.4%	8.6%	15.6%	6.5%	3.4%	0.4%	14.7%	3.0%	3.1%	3.6%	4.1%	1.5%	9.8%	0.7%	1.7%
Bridgeport	13,438	22.4%	8.4%	2.8%	4.0%	3.2%	0.6%	6.9%	3.0%	9.8%	13.1%	2.0%	5.3%	14.5%	1.7%	2.4%
Westport	18,526	21.6%	25.8%	4.9%	10.0%	3.4%	0.2%	6.3%	2.0%	1.6%	9.7%	0.8%	2.3%	9.2%	0.2%	2.0%
Hamden	14,061	20.9%	8.6%	14.3%	11.4%	1.6%	0.3%	5.1%	7.5%	1.1%	7.0%	4.4%	3.4%	13.5%	0.5%	0.5%
Hartford	18,646	20.5%	19.1%	4.1%	3.0%	4.7%	0.4%	5.6%	4.5%	3.1%	10.7%	6.6%	3.8%	10.3%	0.3%	3.4%
Wolcott	1,554	19.9%	45.0%	1.2%	7.0%	1.7%	0.3%	5.0%	5.7%	0.5%	4.5%	1.7%	0.1%	3.3%	0.2%	3.8%
Berlin	17,684	19.2%	20.0%	6.6%	9.1%	2.9%	0.1%	6.5%	2.8%	5.8%	4.7%	1.7%	4.1%	15.7%	0.4%	0.2%
Orange	12,025	18.5%	20.5%	7.0%	13.9%	5.6%	0.2%	4.0%	1.7%	1.4%	3.0%	2.2%	3.4%	16.9%	0.6%	1.2%
Woodbridge	5,652	18.1%	32.2%	13.0%	6.6%	6.1%	0.7%	3.2%	3.4%	2.8%	2.8%	2.7%	2.5%	4.5%	0.7%	0.5%
Norwalk	17,413	17.9%	10.4%	13.8%	8.9%	2.9%	0.5%	6.3%	6.1%	4.1%	6.8%	2.3%	6.8%	9.4%	2.0%	1.9%
Cheshire	15,697	17.7%	33.6%	7.2%	9.8%	3.5%	0.1%	8.2%	1.2%	4.0%	6.5%	1.6%	0.1%	4.5%	0.3%	1.7%
Farmington	14,942	17.4%	18.3%	16.4%	11.4%	1.2%	0.3%	13.1%	1.8%	2.2%	5.5%	2.0%	1.2%	8.8%	0.4%	0.1%
Branford	16,351	17.0%	10.6%	25.6%	4.4%	0.8%	0.1%	5.1%	4.1%	2.1%	5.5%	3.7%	0.5%	19.0%	0.6%	1.0%
Waterbury	7,358	16.5%	9.0%	9.5%	4.2%	3.6%	0.7%	8.6%	3.6%	6.5%	6.5%	9.2%	4.8%	13.9%	0.8%	2.5%
Stamford	25,049	16.3%	14.4%	0.8%	12.3%	3.7%	0.2%	4.9%	5.8%	3.1%	12.9%	0.1%	0.6%	20.2%	0.2%	4.6%
Trumbull	8,190	15.9%	10.9%	23.7%	9.1%	6.3%	0.3%	3.8%	4.2%	4.9%	6.1%	3.5%	1.1%	8.4%	0.4%	1.3%
Ridgefield	23,058	15.9%	50.9%	7.3%	6.8%	0.2%	0.0%	2.1%	3.6%	1.9%	4.6%	0.4%	0.9%	4.9%	0.2%	0.4%
Department of Motor Vehicle	6,552	15.4%	26.0%	9.7%	1.4%	1.3%	1.1%	15.3%	12.0%	2.6%	1.5%	0.9%	5.2%	4.2%	1.1%	2.5%
Wallingford	28,202	15.2%	11.6%	10.0%	14.7%	5.3%	0.9%	7.3%	3.7%	6.9%	11.1%	3.0%	0.1%	8.8%	0.1%	1.3%
Glastonbury	14,705	15.2%	22.0%	13.0%	14.2%	1.7%	0.3%	7.3%	3.4%	3.1%	8.2%	4.3%	1.0%	5.5%	0.3%	0.5%
Groton Long Point	311	15.1%	37.9%	1.9%	2.9%	0.3%	0.3%	1.6%	4.8%	5.5%	28.0%	0.6%	0.0%	0.0%	1.0%	0.0%
Ansonia	14,567	14.6%	24.4%	4.1%	12.4%	2.9%	0.4%	6.0%	4.4%	2.4%	16.9%	1.0%	0.0%	9.4%	0.3%	0.7%
Fairfield	21,144	14.5%	22.4%	9.2%	7.1%	2.6%	0.3%	6.6%	6.1%	10.5%	4.4%	3.8%	1.3%	9.8%	0.8%	0.6%
Derby	9,545	14.4%	28.5%	10.1%	4.3%	2.1%	0.1%	5.2%	5.5%	0.9%	10.5%	6.2%	1.0%	9.2%	0.4%	1.6%
Monroe	14,744	14.4%	31.7%	8.4%	11.4%	2.6%	0.2%	10.2%	2.2%	2.8%	10.0%	1.3%	0.6%	2.9%	0.2%	1.1%
North Haven	7,750	14.1%	21.8%	11.8%	9.3%	2.0%	0.2%	5.4%	3.4%	7.6%	4.9%	3.8%	3.0%	10.7%	0.9%	0.9%
Bethel	9,812	13.7%	37.0%	5.2%	6.2%	1.7%	0.2%	3.6%	1.9%	4.5%	16.0%	0.4%	0.4%	7.7%	0.3%	1.2%
Granby	3,324	13.4%	36.9%	3.6%	13.0%	2.4%	0.5%	12.6%	2.0%	3.9%	3.1%	0.7%	0.8%	6.0%	0.1%	0.9%
East Hartford	23,652	13.4%	22.5%	13.7%	2.9%	2.8%	0.1%	3.2%	1.7%	11.7%	7.2%	8.8%	1.4%	5.7%	0.6%	4.3%
New Canaan	16,029	13.3%	30.9%	9.1%	15.3%	4.1%	0.1%	5.1%	2.1%	2.2%	5.3%	0.7%	0.4%	9.2%	0.5%	1.6%
Plymouth	6,618	12.7%	20.6%	3.9%	14.5%	10.3%	0.3%	7.1%	6.1%	3.0%	10.4%	1.0%	0.2%	5.3%	0.3%	4.3%
New London	7,143	12.5%	11.6%	2.5%	9.7%	1.3%	0.6%	7.6%	7.0%	7.2%	16.4%	1.8%	2.4%	18.5%	0.3%	0.9%
East Windsor	2,999	12.4%	25.2%	7.0%	11.1%	3.2%	0.3%	9.1%	3.9%	6.7%	7.8%	4.2%	0.2%	7.2%	1.2%	0.4%
Western CT State University	137	12.4%	11.7%	0.0%	1.5%	0.0%	0.0%	8.0%	33.6%	7.3%	9.5%	1.5%	0.0%	13.9%	0.7%	0.0%
Cromwell	5,843	12.2%	17.9%	13.2%	17.3%	1.4%	0.2%	8.7%	2.5%	2.1%	6.2%	3.2%	0.1%	14.9%	0.2%	0.1%
Southington	14,321	12.1%	48.2%	6.7%	7.9%	1.1%	0.2%	3.5%	1.1%	5.6%	5.5%	0.8%	0.8%	5.7%	0.2%	0.6%
Milford	10,313	12.1%	15.9%	5.4%	9.7%	6.4%	0.3%	8.6%	16.0%	3.8%	7.7%	2.5%	0.5%	10.2%	0.3%	0.6%
Coventry	4,952	12.1%	31.8%	4.7%	9.4%	0.9%	1.1%	10.6%	4.4%	8.0%	3.9%	2.0%	7.6%	2.7%	0.4%	0.4%
Bristol	15,977	11.8%	24.1%	11.7%	8.9%	3.0%	0.2%	5.7%	2.6%	8.1%	9.2%	3.1%	0.6%	9.9%	0.7%	0.3%
Rocky Hill	11,192	11.7%	24.2%	9.1%	13.2%	2.4%	0.2%	8.4%	4.1%	3.6%	11.1%	1.9%	0.5%	8.8%	0.3%	0.5%
East Haven	8,261	11.6%	10.2%	11.0%	12.0%	4.9%	0.6%	5.7%	5.8%	1.3%	22.6%	3.7%	1.1%	5.5%	1.1%	2.7%
Greenwich	21,143	11.1%	28.6%	16.3%	7.3%	2.9%	0.2%	7.0%	3.6%	1.3%	7.8%	1.4%	3.5%	6.6%	1.3%	1.3%
Meriden	7,964	11.0%	23.3%	5.8%	5.9%	1.7%	0.5%	6.5%	6.8%	4.4%	14.6%	5.0%	1.3%	10.7%	1.3%	1.2%
Stonington	7,512	10.6%	28.9%	9.0%	11.5%	1.1%	0.3%	9.8%	7.5%	2.8%	5.0%	1.7%	3.3%	7.8%	0.5%	0.3%

Department Name	Total	Cell Phone	Speed Related	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
Guilford	9,935	10.5%	48.0%	1.8%	13.4%	0.7%	0.1%	3.8%	1.4%	1.8%	8.6%	0.3%	0.5%	9.1%	0.1%	0.1%
Weston	1,262	10.5%	42.4%	4.1%	4.2%	0.4%	0.1%	4.4%	14.0%	0.2%	13.5%	0.7%	1.1%	3.9%	0.1%	0.3%
Norwich	19,061	10.4%	31.7%	2.1%	17.0%	2.4%	0.2%	9.7%	3.1%	3.2%	5.2%	1.3%	0.7%	12.2%	0.5%	0.5%
Putnam	4,451	10.3%	36.3%	0.7%	22.1%	3.3%	0.4%	6.4%	2.5%	4.8%	2.1%	0.2%	0.1%	10.4%	0.1%	0.2%
New Britain	20,595	10.3%	7.1%	7.5%	10.8%	4.0%	0.5%	6.8%	5.8%	3.2%	24.5%	4.7%	0.1%	10.7%	0.7%	3.4%
Willimantic	9,646	10.1%	13.7%	7.8%	20.3%	1.2%	0.4%	8.7%	9.0%	4.7%	8.0%	3.8%	1.9%	8.8%	0.6%	0.9%
Darien	9,355	10.0%	24.2%	7.1%	11.7%	8.0%	0.1%	5.6%	2.3%	8.6%	4.9%	0.9%	7.5%	7.3%	0.4%	1.4%
Watertown	4,756	9.9%	26.7%	17.5%	5.3%	6.3%	0.1%	4.4%	1.5%	7.7%	10.4%	1.9%	1.3%	6.5%	0.3%	0.4%
Manchester	20,973	9.9%	14.7%	9.4%	14.0%	3.6%	0.3%	6.4%	1.6%	10.2%	9.9%	3.2%	0.6%	13.5%	0.6%	2.3%
Wilton	14,686	9.8%	26.6%	12.4%	16.9%	2.1%	0.3%	10.8%	2.4%	0.6%	6.0%	1.0%	0.2%	8.6%	0.6%	1.8%
Naugatuck	15,788	9.6%	22.4%	5.1%	13.0%	4.2%	0.5%	8.2%	5.6%	5.9%	13.4%	0.4%	0.8%	9.9%	0.3%	0.8%
Old Saybrook	9,327	9.3%	41.7%	7.8%	14.3%	0.4%	0.3%	5.6%	2.4%	0.8%	8.9%	1.9%	1.2%	4.4%	0.2%	0.9%
CSP Headquarters	42,418	9.1%	44.9%	4.0%	1.3%	2.3%	0.1%	7.2%	2.5%	14.2%	0.7%	0.9%	9.7%	1.1%	0.7%	1.5%
Newtown	24,587	8.9%	50.7%	4.3%	10.6%	2.9%	0.1%	5.6%	1.9%	1.2%	7.7%	0.6%	0.7%	4.5%	0.2%	0.2%
Plainville	11,742	8.9%	17.6%	9.3%	18.9%	6.0%	0.3%	9.3%	6.0%	2.0%	7.3%	2.8%	0.0%	8.2%	0.3%	3.2%
Simsbury	10,450	8.9%	49.8%	2.2%	8.8%	2.1%	0.1%	7.2%	2.5%	1.3%	7.2%	0.4%	1.5%	7.5%	0.1%	0.3%
Central CT State University	6,912	8.7%	33.0%	6.5%	13.9%	7.0%	0.1%	3.9%	4.0%	4.7%	2.9%	1.5%	4.2%	9.1%	0.3%	0.3%
New Milford	10,735	8.7%	57.5%	4.6%	7.5%	1.0%	0.6%	4.8%	3.4%	0.9%	3.1%	0.6%	0.2%	6.5%	0.2%	0.4%
South Windsor	10,285	8.6%	15.5%	9.5%	18.7%	11.3%	0.5%	5.3%	1.1%	9.0%	9.3%	1.9%	0.7%	8.2%	0.2%	0.6%
Stratford	8,057	8.5%	9.0%	17.4%	11.2%	4.7%	0.2%	9.9%	5.3%	4.1%	9.3%	7.6%	0.6%	9.3%	0.8%	2.0%
Portland	537	8.4%	62.4%	2.2%	1.7%	1.1%	0.2%	6.0%	2.4%	1.9%	3.7%	0.6%	0.0%	9.1%	0.2%	0.2%
Canton	4,561	8.3%	37.1%	2.6%	11.2%	0.5%	0.3%	12.9%	6.3%	1.8%	9.2%	0.7%	0.3%	8.1%	0.2%	0.4%
CSP Troop G	74,391	8.0%	35.7%	15.5%	2.1%	1.3%	0.1%	15.0%	3.6%	3.3%	0.4%	2.0%	9.3%	1.5%	1.6%	0.6%
Groton City	6,204	8.0%	34.3%	2.3%	17.8%	1.0%	0.2%	4.0%	2.7%	6.2%	15.4%	1.8%	0.1%	5.0%	0.9%	0.2%
CSP Troop A	62,347	7.9%	29.0%	16.0%	3.1%	2.1%	0.1%	11.6%	5.6%	5.3%	1.4%	2.4%	10.8%	1.6%	1.7%	1.3%
East Hampton	1,729	7.9%	33.6%	11.3%	8.6%	2.1%	0.6%	13.5%	5.6%	1.4%	4.2%	2.7%	0.1%	7.6%	0.4%	0.4%
CSP Troop K	58,366	7.7%	30.9%	8.8%	3.2%	2.6%	0.2%	6.6%	4.5%	3.1%	4.6%	1.4%	23.3%	1.3%	0.8%	0.9%
Windsor Locks	7,647	7.7%	37.3%	2.9%	13.9%	1.2%	0.6%	3.3%	6.0%	8.1%	8.6%	1.2%	0.6%	7.6%	0.2%	0.7%
New Haven	43,076	6.8%	15.2%	5.7%	7.7%	5.0%	0.2%	3.4%	10.1%	3.9%	8.6%	2.9%	0.7%	26.4%	0.6%	2.8%
Southern CT State University	2,627	6.7%	23.4%	2.5%	11.4%	0.6%	0.0%	4.9%	4.2%	5.5%	0.6%	1.8%	0.4%	36.7%	1.1%	0.1%
Shelton	1,937	6.7%	18.4%	6.4%	9.0%	6.7%	0.3%	13.1%	17.1%	1.7%	5.1%	1.9%	1.7%	11.0%	0.2%	0.7%
Madison	10,547	6.6%	37.6%	10.7%	7.9%	1.3%	0.4%	8.4%	5.4%	2.0%	8.2%	1.1%	6.8%	2.6%	0.3%	0.6%
Bloomfield	14,019	6.4%	25.2%	2.6%	12.9%	5.4%	0.1%	6.6%	1.5%	2.5%	12.7%	1.3%	2.2%	19.3%	0.1%	1.3%
Yale	2,511	6.3%	1.2%	6.3%	7.3%	2.3%	0.4%	6.6%	16.7%	1.3%	1.7%	3.4%	0.0%	45.0%	0.7%	0.7%
Waterford	12,779	6.2%	33.7%	3.1%	17.1%	5.2%	0.7%	11.6%	4.0%	1.1%	1.0%	2.9%	0.6%	11.0%	0.8%	1.2%
Clinton	7,686	6.1%	24.5%	3.1%	20.2%	4.3%	0.5%	12.7%	3.4%	8.6%	6.9%	0.9%	1.0%	5.9%	0.7%	1.3%
Easton	1,720	6.0%	49.6%	4.4%	3.4%	0.9%	0.2%	6.0%	5.2%	1.7%	14.9%	0.9%	4.0%	1.9%	0.8%	0.2%
CSP Troop H	56,262	6.0%	33.6%	7.2%	2.0%	1.5%	0.1%	14.4%	6.0%	2.7%	0.7%	1.8%	20.6%	1.6%	1.0%	1.1%
Redding	6,502	6.0%	47.0%	13.7%	7.9%	0.5%	0.0%	4.9%	6.2%	3.1%	8.5%	1.2%	0.1%	0.3%	0.4%	0.2%
West Haven	15,848	5.9%	14.7%	14.1%	17.9%	5.7%	1.3%	5.5%	5.1%	1.7%	15.3%	0.9%	0.2%	9.0%	0.4%	2.3%
Vernon	11,503	5.9%	16.4%	5.3%	17.6%	3.3%	0.5%	18.2%	4.7%	2.0%	9.6%	2.1%	1.2%	12.1%	0.1%	0.9%
Torrington	20,578	5.6%	19.0%	2.4%	27.8%	4.5%	0.8%	3.9%	5.0%	0.9%	15.1%	1.0%	0.3%	12.8%	0.4%	0.4%
Windsor	16,778	5.5%	30.5%	3.3%	24.3%	2.0%	0.2%	5.3%	1.8%	5.0%	6.6%	0.8%	0.3%	13.0%	0.2%	1.3%
University of Connecticut	7,476	5.5%	19.2%	3.1%	26.4%	2.4%	0.7%	12.9%	7.0%	1.4%	16.0%	0.5%	0.8%	3.2%	0.1%	0.8%
Groton Town	16,582	5.4%	25.7%	13.1%	14.6%	2.3%	0.2%	13.7%	5.8%	3.9%	5.3%	0.5%	0.2%	8.1%	0.1%	1.2%
CSP Troop C	76,490	5.3%	31.3%	9.6%	4.6%	1.6%	0.2%	5.5%	4.5%	3.7%	2.9%	1.4%	27.3%	1.1%	0.5%	0.5%
Wethersfield	13,159	5.0%	17.6%	9.6%	14.4%	12.8%	0.2%	11.4%	4.7%	1.7%	3.7%	7.0%	1.4%	6.1%	0.3%	4.1%

Table III.A.7: Basis for Stop (Sorted by % Cell Phone)
2013-2016

Department Name	Total	Cell Phone	Speed Related	Registration	Defective Lights	Display of Plates	Equipment Violation	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation	Window Tint
CSP Troop F	72,523	4.9%	28.3%	10.7%	2.6%	0.7%	0.2%	7.3%	3.3%	2.8%	1.6%	1.0%	34.1%	1.2%	0.6%	0.6%
CSP Troop I	40,475	4.9%	32.2%	8.8%	3.1%	1.0%	0.1%	13.1%	3.3%	3.8%	2.4%	1.6%	22.8%	1.6%	1.0%	0.4%
North Branford	3,431	4.8%	21.6%	25.9%	7.1%	2.1%	0.6%	14.5%	5.4%	1.1%	5.4%	5.4%	0.4%	4.8%	0.6%	0.3%
Newington	16,964	4.6%	11.1%	13.1%	26.3%	3.7%	1.1%	9.4%	4.7%	1.2%	8.1%	2.8%	0.1%	9.7%	0.4%	3.7%
Middletown	8,576	4.2%	11.0%	7.9%	19.8%	7.7%	0.7%	8.6%	4.0%	8.2%	13.1%	3.3%	0.1%	8.7%	0.7%	1.9%
CSP Troop L	36,248	4.2%	28.2%	19.8%	6.8%	3.8%	0.9%	6.5%	6.1%	3.1%	2.7%	4.1%	10.8%	0.7%	0.9%	1.4%
Eastern CT State University	499	4.2%	5.0%	0.6%	15.4%	1.6%	0.2%	5.2%	5.6%	4.8%	55.5%	0.6%	0.2%	0.2%	0.2%	0.6%
Seymour	10,851	4.1%	38.2%	5.6%	12.8%	1.5%	0.3%	4.7%	1.9%	2.4%	19.0%	1.3%	0.9%	6.8%	0.3%	0.2%
CSP Troop D	48,663	3.8%	23.0%	17.4%	4.1%	2.0%	0.3%	6.4%	8.7%	4.2%	2.8%	4.1%	20.1%	1.3%	1.0%	0.8%
CSP Troop E	62,377	3.8%	37.4%	10.1%	3.3%	0.9%	0.1%	9.8%	3.6%	2.0%	1.9%	1.9%	21.9%	2.1%	0.7%	0.4%
Suffield	3,164	3.8%	61.7%	1.0%	10.3%	0.2%	0.0%	11.9%	0.9%	0.3%	4.6%	0.4%	0.6%	4.3%	0.1%	0.1%
Winsted	1,996	3.5%	15.1%	7.3%	14.8%	5.9%	0.6%	9.0%	10.4%	4.9%	5.1%	4.6%	1.6%	16.4%	0.7%	0.2%
Plainfield	4,674	3.3%	33.2%	1.0%	16.1%	1.8%	0.4%	18.2%	4.8%	1.6%	14.2%	1.5%	0.0%	3.2%	0.3%	0.3%
Enfield	20,857	3.1%	41.5%	4.6%	16.0%	2.3%	0.6%	6.7%	3.6%	5.8%	4.4%	1.2%	0.6%	8.2%	0.3%	1.1%
CSP Troop B	22,465	2.9%	33.6%	15.2%	6.8%	2.6%	0.3%	6.0%	5.4%	3.2%	3.8%	2.3%	14.7%	2.0%	0.6%	0.8%
Thomaston	2,190	2.0%	37.4%	1.6%	20.0%	3.3%	0.5%	9.8%	6.8%	0.5%	9.0%	1.3%	0.2%	6.6%	0.4%	0.7%
Avon	3,032	1.8%	28.6%	6.3%	18.1%	0.8%	0.1%	11.3%	15.4%	0.5%	8.3%	0.7%	0.5%	7.3%	0.3%	0.1%
State Capitol Police	728	1.5%	0.4%	0.7%	22.7%	1.6%	0.0%	20.3%	5.1%	0.5%	3.0%	0.4%	0.5%	42.3%	0.5%	0.3%

Table III.A.8: Basis for Stop (Sorted by % Equipment Violation)
2013-2016

Department Name	Total	Equipment Violations*	Speed Related	Cell Phone	Registration	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation
Newington	16,964	34.8%	11.1%	4.6%	13.1%	9.4%	4.7%	1.2%	8.1%	2.8%	0.1%	9.7%	0.4%
Torrington	20,578	33.5%	19.0%	5.6%	2.4%	3.9%	5.0%	0.9%	15.1%	1.0%	0.3%	12.8%	0.4%
Wethersfield	13,159	31.6%	17.6%	5.0%	9.6%	11.4%	4.7%	1.7%	3.7%	7.0%	1.4%	6.1%	0.3%
South Windsor	10,285	30.9%	15.5%	8.6%	9.5%	5.3%	1.1%	9.0%	9.3%	1.9%	0.7%	8.2%	0.2%
University of Connecticut	7,476	30.3%	19.2%	5.5%	3.1%	12.9%	7.0%	1.4%	16.0%	0.5%	0.8%	3.2%	0.1%
Middletown	8,576	30.1%	11.0%	4.2%	7.9%	8.6%	4.0%	8.2%	13.1%	3.3%	0.1%	8.7%	0.7%
Plymouth	6,618	29.4%	20.6%	12.7%	3.9%	7.1%	6.1%	3.0%	10.4%	1.0%	0.2%	5.3%	0.3%
Plainville	11,742	28.4%	17.6%	8.9%	9.3%	9.3%	6.0%	2.0%	7.3%	2.8%	0.0%	8.2%	0.3%
Windsor	16,778	27.8%	30.5%	5.5%	3.3%	5.3%	1.8%	5.0%	6.6%	0.8%	0.3%	13.0%	0.2%
West Haven	15,848	27.2%	14.7%	5.9%	14.1%	5.5%	5.1%	1.7%	15.3%	0.9%	0.2%	9.0%	0.4%
Clinton	7,686	26.3%	24.5%	6.1%	3.1%	12.7%	3.4%	8.6%	6.9%	0.9%	1.0%	5.9%	0.7%
Putnam	4,451	26.1%	36.3%	10.3%	0.7%	6.4%	2.5%	4.8%	2.1%	0.2%	0.1%	10.4%	0.1%
State Capitol Police	728	24.6%	0.4%	1.5%	0.7%	20.3%	5.1%	0.5%	3.0%	0.4%	0.5%	42.3%	0.5%
Thomaston	2,190	24.5%	37.4%	2.0%	1.6%	9.8%	6.8%	0.5%	9.0%	1.3%	0.2%	6.6%	0.4%
Waterford	12,779	24.1%	33.7%	6.2%	3.1%	11.6%	4.0%	1.1%	1.0%	2.9%	0.6%	11.0%	0.8%
Willimantic	9,646	22.8%	13.7%	10.1%	7.8%	8.7%	9.0%	4.7%	8.0%	3.8%	1.9%	8.8%	0.6%
Vernon	11,503	22.3%	16.4%	5.9%	5.3%	18.2%	4.7%	2.0%	9.6%	2.1%	1.2%	12.1%	0.1%
Wallingford	28,202	22.1%	11.6%	15.2%	10.0%	7.3%	3.7%	6.9%	11.1%	3.0%	0.1%	8.8%	0.1%
Winsted	1,996	21.5%	15.1%	3.5%	7.3%	9.0%	10.4%	4.9%	5.1%	4.6%	1.6%	16.4%	0.7%
Central CT State University	6,912	21.2%	33.0%	8.7%	6.5%	3.9%	4.0%	4.7%	2.9%	1.5%	4.2%	9.1%	0.3%
Darien	9,355	21.2%	24.2%	10.0%	7.1%	5.6%	2.3%	8.6%	4.9%	0.9%	7.5%	7.3%	0.4%
New Canaan	16,029	21.1%	30.9%	13.3%	9.1%	5.1%	2.1%	2.2%	5.3%	0.7%	0.4%	9.2%	0.5%
Wilton	14,686	21.1%	26.6%	9.8%	12.4%	10.8%	2.4%	0.6%	6.0%	1.0%	0.2%	8.6%	0.6%
Orange	12,025	20.9%	20.5%	18.5%	7.0%	4.0%	1.7%	1.4%	3.0%	2.2%	3.4%	16.9%	0.6%
Stamford	25,049	20.8%	14.4%	16.3%	0.8%	4.9%	5.8%	3.1%	12.9%	0.1%	0.6%	20.2%	0.2%
East Haven	8,261	20.3%	10.2%	11.6%	11.0%	5.7%	5.8%	1.3%	22.6%	3.7%	1.1%	5.5%	1.1%
Norwich	19,061	20.1%	31.7%	10.4%	2.1%	9.7%	3.1%	3.2%	5.2%	1.3%	0.7%	12.2%	0.5%
Manchester	20,973	20.1%	14.7%	9.9%	9.4%	6.4%	1.6%	10.2%	9.9%	3.2%	0.6%	13.5%	0.6%
Enfield	20,857	20.1%	41.5%	3.1%	4.6%	6.7%	3.6%	5.8%	4.4%	1.2%	0.6%	8.2%	0.3%
Bloomfield	14,019	19.7%	25.2%	6.4%	2.6%	6.6%	1.5%	2.5%	12.7%	1.3%	2.2%	19.3%	0.1%
Groton City	6,204	19.2%	34.3%	8.0%	2.3%	4.0%	2.7%	6.2%	15.4%	1.8%	0.1%	5.0%	0.9%
Avon	3,032	19.1%	28.6%	1.8%	6.3%	11.3%	15.4%	0.5%	8.3%	0.7%	0.5%	7.3%	0.3%
Cromwell	5,843	18.9%	17.9%	12.2%	13.2%	8.7%	2.5%	2.1%	6.2%	3.2%	0.1%	14.9%	0.2%
New Britain	20,595	18.7%	7.1%	10.3%	7.5%	6.8%	5.8%	3.2%	24.5%	4.7%	0.1%	10.7%	0.7%
Plainfield	4,674	18.7%	33.2%	3.3%	1.0%	18.2%	4.8%	1.6%	14.2%	1.5%	0.0%	3.2%	0.3%
Naugatuck	15,788	18.5%	22.4%	9.6%	5.1%	8.2%	5.6%	5.9%	13.4%	0.4%	0.8%	9.9%	0.3%
Groton Town	16,582	18.3%	25.7%	5.4%	13.1%	13.7%	5.8%	3.9%	5.3%	0.5%	0.2%	8.1%	0.1%
Stratford	8,057	18.2%	9.0%	8.5%	17.4%	9.9%	5.3%	4.1%	9.3%	7.6%	0.6%	9.3%	0.8%
Eastern CT State University	499	17.8%	5.0%	4.2%	0.6%	5.2%	5.6%	4.8%	55.5%	0.6%	0.2%	0.2%	0.2%

Table III.A.8: Basis for Stop (Sorted by % Equipment Violation)
2013-2016

Department Name	Total	Equipment Violations*	Speed Related	Cell Phone	Registration	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation
Trumbull	8,190	17.1%	10.9%	15.9%	23.7%	3.8%	4.2%	4.9%	6.1%	3.5%	1.1%	8.4%	0.4%
Milford	10,313	17.0%	15.9%	12.1%	5.4%	8.6%	16.0%	3.8%	7.7%	2.5%	0.5%	10.2%	0.3%
Granby	3,324	16.8%	36.9%	13.4%	3.6%	12.6%	2.0%	3.9%	3.1%	0.7%	0.8%	6.0%	0.1%
Shelton	1,937	16.7%	18.4%	6.7%	6.4%	13.1%	17.1%	1.7%	5.1%	1.9%	1.7%	11.0%	0.2%
Glastonbury	14,705	16.7%	22.0%	15.2%	13.0%	7.3%	3.4%	3.1%	8.2%	4.3%	1.0%	5.5%	0.3%
Windsor Locks	7,647	16.5%	37.3%	7.7%	2.9%	3.3%	6.0%	8.1%	8.6%	1.2%	0.6%	7.6%	0.2%
Ansonia	14,567	16.4%	24.4%	14.6%	4.1%	6.0%	4.4%	2.4%	16.9%	1.0%	0.0%	9.4%	0.3%
Rocky Hill	11,192	16.2%	24.2%	11.7%	9.1%	8.4%	4.1%	3.6%	11.1%	1.9%	0.5%	8.8%	0.3%
Old Saybrook	9,327	15.8%	41.7%	9.3%	7.8%	5.6%	2.4%	0.8%	8.9%	1.9%	1.2%	4.4%	0.2%
New Haven	43,076	15.6%	15.2%	6.8%	5.7%	3.4%	10.1%	3.9%	8.6%	2.9%	0.7%	26.4%	0.6%
Westport	18,526	15.6%	25.8%	21.6%	4.9%	6.3%	2.0%	1.6%	9.7%	0.8%	2.3%	9.2%	0.2%
Monroe	14,744	15.3%	31.7%	14.4%	8.4%	10.2%	2.2%	2.8%	10.0%	1.3%	0.6%	2.9%	0.2%
Cheshire	15,697	15.1%	33.6%	17.7%	7.2%	8.2%	1.2%	4.0%	6.5%	1.6%	0.1%	4.5%	0.3%
East Windsor	2,999	15.0%	25.2%	12.4%	7.0%	9.1%	3.9%	6.7%	7.8%	4.2%	0.2%	7.2%	1.2%
Seymour	10,851	14.8%	38.2%	4.1%	5.6%	4.7%	1.9%	2.4%	19.0%	1.3%	0.9%	6.8%	0.3%
Norwalk	17,413	14.2%	10.4%	17.9%	13.8%	6.3%	6.1%	4.1%	6.8%	2.3%	6.8%	9.4%	2.0%
Guilford	9,935	14.2%	48.0%	10.5%	1.8%	3.8%	1.4%	1.8%	8.6%	0.3%	0.5%	9.1%	0.1%
Woodbridge	5,652	14.0%	32.2%	18.1%	13.0%	3.2%	3.4%	2.8%	2.8%	2.7%	2.5%	4.5%	0.7%
Newtown	24,587	13.8%	50.7%	8.9%	4.3%	5.6%	1.9%	1.2%	7.7%	0.6%	0.7%	4.5%	0.2%
Brookfield	7,548	13.8%	28.7%	25.3%	3.4%	8.6%	1.9%	1.9%	8.1%	0.7%	0.0%	7.5%	0.1%
Hamden	14,061	13.7%	8.6%	20.9%	14.3%	5.1%	7.5%	1.1%	7.0%	4.4%	3.4%	13.5%	0.5%
Stonington	7,512	13.1%	28.9%	10.6%	9.0%	9.8%	7.5%	2.8%	5.0%	1.7%	3.3%	7.8%	0.5%
Farmington	14,942	12.9%	18.3%	17.4%	16.4%	13.1%	1.8%	2.2%	5.5%	2.0%	1.2%	8.8%	0.4%
Wolcott	1,554	12.8%	45.0%	19.9%	1.2%	5.0%	5.7%	0.5%	4.5%	1.7%	0.1%	3.3%	0.2%
CSP Troop L	36,248	12.8%	28.2%	4.2%	19.8%	6.5%	6.1%	3.1%	2.7%	4.1%	10.8%	0.7%	0.9%
North Haven	7,750	12.5%	21.8%	14.1%	11.8%	5.4%	3.4%	7.6%	4.9%	3.8%	3.0%	10.7%	0.9%
New London	7,143	12.5%	11.6%	12.5%	2.5%	7.6%	7.0%	7.2%	16.4%	1.8%	2.4%	18.5%	0.3%
Bristol	15,977	12.4%	24.1%	11.8%	11.7%	5.7%	2.6%	8.1%	9.2%	3.1%	0.6%	9.9%	0.7%
Canton	4,561	12.3%	37.1%	8.3%	2.6%	12.9%	6.3%	1.8%	9.2%	0.7%	0.3%	8.1%	0.2%
Berlin	17,684	12.3%	20.0%	19.2%	6.6%	6.5%	2.8%	5.8%	4.7%	1.7%	4.1%	15.7%	0.4%
Southern CT State University	2,627	12.1%	23.4%	6.7%	2.5%	4.9%	4.2%	5.5%	0.6%	1.8%	0.4%	36.7%	1.1%
Watertown	4,756	12.0%	26.7%	9.9%	17.5%	4.4%	1.5%	7.7%	10.4%	1.9%	1.3%	6.5%	0.3%
West Hartford	25,939	11.9%	8.6%	23.4%	15.6%	14.7%	3.0%	3.1%	3.6%	4.1%	1.5%	9.8%	0.7%
Coventry	4,952	11.8%	31.8%	12.1%	4.7%	10.6%	4.4%	8.0%	3.9%	2.0%	7.6%	2.7%	0.4%
East Hampton	1,729	11.7%	33.6%	7.9%	11.3%	13.5%	5.6%	1.4%	4.2%	2.7%	0.1%	7.6%	0.4%
Greenwich	21,143	11.7%	28.6%	11.1%	16.3%	7.0%	3.6%	1.3%	7.8%	1.4%	3.5%	6.6%	1.3%
Hartford	18,646	11.4%	19.1%	20.5%	4.1%	5.6%	4.5%	3.1%	10.7%	6.6%	3.8%	10.3%	0.3%
Simsbury	10,450	11.4%	49.8%	8.9%	2.2%	7.2%	2.5%	1.3%	7.2%	0.4%	1.5%	7.5%	0.1%
Waterbury	7,358	11.1%	9.0%	16.5%	9.5%	8.6%	3.6%	6.5%	6.5%	9.2%	4.8%	13.9%	0.8%

Table III.A.8: Basis for Stop (Sorted by % Equipment Violation)
2013-2016

Department Name	Total	Equipment Violations*	Speed Related	Cell Phone	Registration	Moving Violation	Other	Seatbelt	Stop Sign	Administrative Offense	STC Violation	Traffic Control Signal	Unlicensed Operation
Yale	2,511	10.8%	1.2%	6.3%	6.3%	6.6%	16.7%	1.3%	1.7%	3.4%	0.0%	45.0%	0.7%
Fairfield	21,144	10.7%	22.4%	14.5%	9.2%	6.6%	6.1%	10.5%	4.4%	3.8%	1.3%	9.8%	0.8%
Suffield	3,164	10.5%	61.7%	3.8%	1.0%	11.9%	0.9%	0.3%	4.6%	0.4%	0.6%	4.3%	0.1%
CSP Troop B	22,465	10.5%	33.6%	2.9%	15.2%	6.0%	5.4%	3.2%	3.8%	2.3%	14.7%	2.0%	0.6%
Madison	10,547	10.2%	37.6%	6.6%	10.7%	8.4%	5.4%	2.0%	8.2%	1.1%	6.8%	2.6%	0.3%
Bridgeport	13,438	10.2%	8.4%	22.4%	2.8%	6.9%	3.0%	9.8%	13.1%	2.0%	5.3%	14.5%	1.7%
North Branford	3,431	10.2%	21.6%	4.8%	25.9%	14.5%	5.4%	1.1%	5.4%	5.4%	0.4%	4.8%	0.6%
East Hartford	23,652	10.1%	22.5%	13.4%	13.7%	3.2%	1.7%	11.7%	7.2%	8.8%	1.4%	5.7%	0.6%
Southington	14,321	9.7%	48.2%	12.1%	6.7%	3.5%	1.1%	5.6%	5.5%	0.8%	0.8%	5.7%	0.2%
New Milford	10,735	9.5%	57.5%	8.7%	4.6%	4.8%	3.4%	0.9%	3.1%	0.6%	0.2%	6.5%	0.2%
Meriden	7,964	9.3%	23.3%	11.0%	5.8%	6.5%	6.8%	4.4%	14.6%	5.0%	1.3%	10.7%	1.3%
Bethel	9,812	9.3%	37.0%	13.7%	5.2%	3.6%	1.9%	4.5%	16.0%	0.4%	0.4%	7.7%	0.3%
Redding	6,502	8.6%	47.0%	6.0%	13.7%	4.9%	6.2%	3.1%	8.5%	1.2%	0.1%	0.3%	0.4%
Derby	9,545	8.1%	28.5%	14.4%	10.1%	5.2%	5.5%	0.9%	10.5%	6.2%	1.0%	9.2%	0.4%
Ridgefield	23,058	7.4%	50.9%	15.9%	7.3%	2.1%	3.6%	1.9%	4.6%	0.4%	0.9%	4.9%	0.2%
CSP Troop D	48,663	7.2%	23.0%	3.8%	17.4%	6.4%	8.7%	4.2%	2.8%	4.1%	20.1%	1.3%	1.0%
CSP Troop C	76,490	6.9%	31.3%	5.3%	9.6%	5.5%	4.5%	3.7%	2.9%	1.4%	27.3%	1.1%	0.5%
CSP Troop K	58,366	6.8%	30.9%	7.7%	8.8%	6.6%	4.5%	3.1%	4.6%	1.4%	23.3%	1.3%	0.8%
Danbury	17,401	6.7%	19.5%	37.6%	12.8%	3.8%	3.0%	0.6%	3.7%	1.0%	1.2%	9.2%	0.9%
CSP Troop A	62,347	6.6%	29.0%	7.9%	16.0%	11.6%	5.6%	5.3%	1.4%	2.4%	10.8%	1.6%	1.7%
Branford	16,351	6.3%	10.6%	17.0%	25.6%	5.1%	4.1%	2.1%	5.5%	3.7%	0.5%	19.0%	0.6%
Department of Motor Vehicle	6,552	6.3%	26.0%	15.4%	9.7%	15.3%	12.0%	2.6%	1.5%	0.9%	5.2%	4.2%	1.1%
Middlebury	502	5.2%	19.7%	26.9%	1.6%	6.4%	21.5%	3.2%	8.4%	0.6%	0.0%	6.4%	0.2%
CSP Headquarters	42,418	5.1%	44.9%	9.1%	4.0%	7.2%	2.5%	14.2%	0.7%	0.9%	9.7%	1.1%	0.7%
Weston	1,262	5.0%	42.4%	10.5%	4.1%	4.4%	14.0%	0.2%	13.5%	0.7%	1.1%	3.9%	0.1%
CSP Troop E	62,377	4.8%	37.4%	3.8%	10.1%	9.8%	3.6%	2.0%	1.9%	1.9%	21.9%	2.1%	0.7%
Easton	1,720	4.7%	49.6%	6.0%	4.4%	6.0%	5.2%	1.7%	14.9%	0.9%	4.0%	1.9%	0.8%
CSP Troop H	56,262	4.6%	33.6%	6.0%	7.2%	14.4%	6.0%	2.7%	0.7%	1.8%	20.6%	1.6%	1.0%
CSP Troop I	40,475	4.6%	32.2%	4.9%	8.8%	13.1%	3.3%	3.8%	2.4%	1.6%	22.8%	1.6%	1.0%
CSP Troop F	72,523	4.1%	28.3%	4.9%	10.7%	7.3%	3.3%	2.8%	1.6%	1.0%	34.1%	1.2%	0.6%
CSP Troop G	74,391	4.0%	35.7%	8.0%	15.5%	15.0%	3.6%	3.3%	0.4%	2.0%	9.3%	1.5%	1.6%
Groton Long Point	311	3.5%	37.9%	15.1%	1.9%	1.6%	4.8%	5.5%	28.0%	0.6%	0.0%	0.0%	1.0%
Portland	537	3.2%	62.4%	8.4%	2.2%	6.0%	2.4%	1.9%	3.7%	0.6%	0.0%	9.1%	0.2%
Western CT State University	137	1.5%	11.7%	12.4%	0.0%	8.0%	33.6%	7.3%	9.5%	1.5%	0.0%	13.9%	0.7%

Table III.A.9: Outcome of Stop (Sorted by % Infraction Ticket)
2013-2016

Department Name	N	Infraction	UAR	Mis. Sum.	Written Warning	Verbal Warning	No Disposition
CSP Headquarters	42,418	86.1%	0.9%	2.7%	2.6%	6.5%	1.1%
CSP Troop F	72,523	78.3%	0.3%	2.9%	6.4%	10.9%	1.3%
Danbury	17,401	75.4%	1.2%	2.7%	0.3%	19.2%	1.1%
CSP Troop G	74,391	75.1%	0.7%	6.1%	2.4%	14.0%	1.8%
CSP Troop H	56,262	73.3%	1.2%	5.6%	5.3%	12.1%	2.5%
CSP Troop C	76,490	72.4%	0.3%	3.3%	10.4%	12.4%	1.2%
CSP Troop I	40,475	70.3%	0.6%	5.0%	6.4%	16.1%	1.5%
CSP Troop E	62,377	68.9%	0.5%	5.4%	6.1%	17.2%	1.8%
CSP Troop K	58,366	65.7%	0.5%	4.2%	9.6%	18.6%	1.4%
Department of Motor Vehicle	6,552	65.1%	0.0%	5.1%	7.0%	20.3%	2.4%
CSP Troop A	62,347	64.4%	0.7%	5.3%	6.5%	21.4%	1.7%
Meriden	7,964	64.1%	1.8%	10.7%	4.0%	18.3%	1.0%
Hartford	18,646	64.1%	3.0%	13.3%	4.7%	13.9%	0.9%
Derby	9,545	63.6%	0.3%	10.7%	0.1%	24.7%	0.6%
Bridgeport	13,438	62.2%	1.1%	5.7%	4.8%	25.5%	0.8%
CSP Troop D	48,663	59.5%	0.5%	7.8%	10.1%	20.8%	1.2%
Norwalk	17,413	58.8%	1.2%	6.3%	0.8%	31.5%	1.3%
Trumbull	8,190	58.6%	0.4%	9.1%	7.8%	22.3%	1.9%
Branford	16,351	58.5%	0.3%	6.1%	0.1%	31.0%	4.1%
New Haven	43,076	54.2%	1.3%	7.3%	11.7%	24.5%	1.0%
Greenwich	21,143	53.9%	0.6%	3.5%	14.7%	25.1%	2.2%
CSP Troop B	22,465	50.7%	0.7%	6.2%	30.6%	9.5%	2.3%
East Hartford	23,652	49.5%	1.1%	12.2%	12.4%	22.3%	2.6%
Southern CT State University	2,627	47.2%	1.0%	7.3%	33.7%	10.4%	0.4%
CSP Troop L	36,248	47.0%	0.9%	7.1%	10.1%	31.9%	3.1%
Western CT State University	137	45.3%	0.7%	4.4%	13.1%	35.8%	0.7%
New London	7,143	44.1%	4.2%	5.1%	7.5%	37.1%	2.0%
Manchester	20,963	44.1%	0.6%	6.7%	6.9%	40.0%	1.7%
Darien	9,355	43.8%	0.8%	4.2%	13.7%	36.5%	1.0%
Groton Long Point	311	43.7%	0.0%	1.6%	43.4%	10.3%	1.0%
Woodbridge	5,652	42.5%	0.1%	9.4%	11.0%	35.4%	1.6%
Groton City	6,204	39.3%	1.1%	4.7%	19.0%	33.5%	2.4%
Farmington	14,942	39.3%	1.9%	6.7%	2.8%	46.4%	2.8%
West Hartford	25,939	39.3%	4.5%	4.9%	5.3%	44.6%	1.4%
Ridgefield	23,058	39.3%	0.1%	2.3%	44.1%	13.1%	1.1%
Waterbury	7,358	39.1%	4.3%	19.9%	3.6%	31.3%	1.8%
Wolcott	1,544	39.1%	0.5%	6.2%	32.0%	21.3%	1.0%
North Haven	7,750	38.4%	0.8%	7.8%	3.1%	47.3%	2.6%
Berlin	17,684	38.3%	0.3%	4.8%	34.5%	19.7%	2.4%
New Milford	10,735	36.9%	0.4%	5.2%	34.3%	20.4%	2.7%
Fairfield	21,144	36.5%	0.7%	6.1%	1.2%	52.9%	2.6%
Orange	12,025	36.2%	0.4%	7.0%	2.4%	53.1%	1.0%
Granby	3,324	36.0%	0.4%	7.7%	26.3%	28.9%	0.7%
New Britain	20,595	35.0%	1.7%	8.5%	0.7%	53.0%	1.2%
Hamden	14,061	34.5%	0.2%	5.2%	4.0%	55.0%	1.1%
Bristol	15,977	33.9%	1.7%	7.0%	42.7%	8.9%	5.9%
Watertown	4,756	33.2%	0.5%	6.1%	47.9%	11.5%	0.8%
Glastonbury	14,705	32.9%	0.6%	6.9%	32.7%	25.4%	1.6%
Westport	18,526	32.8%	0.8%	3.4%	32.7%	29.3%	1.2%
East Windsor	2,999	32.7%	1.1%	7.7%	16.0%	40.8%	1.7%
North Branford	3,431	32.6%	0.3%	8.1%	24.0%	27.7%	7.3%
Wallingford	28,202	31.8%	4.2%	6.2%	4.0%	51.9%	1.8%
Coventry	4,952	31.5%	0.1%	9.7%	22.2%	33.3%	3.3%
Stamford	25,049	31.4%	0.3%	2.9%	0.4%	64.1%	0.8%
Ansonia	14,567	31.2%	0.9%	3.6%	0.3%	62.8%	1.2%
Newington	16,964	28.4%	0.3%	5.6%	61.3%	3.5%	0.9%
Rocky Hill	11,192	28.2%	0.9%	3.8%	11.7%	54.5%	0.7%

Table III.A.9: Outcome of Stop (Sorted by % Infraction Ticket)
2013-2016

Department Name	N	Infraction	UAR	Mis. Sum.	Written Warning	Verbal Warning	No Disposition
Bethel	9,812	27.7%	0.4%	1.9%	53.7%	15.6%	0.8%
South Windsor	10,285	27.7%	0.4%	4.4%	2.8%	63.1%	1.6%
Yale	2,511	27.7%	2.8%	8.1%	38.6%	22.3%	0.5%
Norwich	19,061	27.7%	0.9%	5.6%	56.6%	8.8%	0.3%
Cromwell	5,843	27.0%	0.5%	6.7%	17.5%	44.9%	3.4%
Newtown	24,587	25.9%	0.2%	2.4%	39.1%	32.2%	0.3%
Monroe	14,744	25.7%	0.3%	3.6%	44.9%	24.3%	1.3%
Naugatuck	15,788	25.4%	0.4%	1.0%	24.2%	48.6%	0.5%
Brookfield	7,548	25.2%	0.6%	2.3%	29.8%	40.7%	1.4%
New Canaan	16,029	25.1%	0.1%	2.4%	2.1%	69.2%	1.1%
Southington	14,321	24.7%	0.1%	3.1%	63.5%	8.4%	0.3%
East Haven	8,261	24.6%	1.5%	8.3%	1.9%	61.2%	2.5%
Groton Town	16,582	24.5%	2.5%	5.4%	32.0%	35.1%	0.4%
Shelton	1,937	24.3%	0.6%	8.1%	4.9%	60.1%	2.1%
Windsor Locks	7,647	24.2%	0.6%	3.7%	38.7%	31.9%	0.8%
Stratford	8,057	24.2%	1.8%	9.6%	0.7%	61.2%	2.6%
Madison	10,547	23.8%	0.9%	2.2%	40.2%	31.8%	1.0%
Middletown	8,576	23.0%	1.4%	8.8%	16.1%	48.7%	2.1%
Milford	10,313	23.0%	1.6%	6.2%	23.9%	43.6%	1.8%
Stonington	7,512	22.3%	1.3%	2.9%	1.3%	69.1%	3.1%
East Hampton	1,729	22.3%	0.3%	10.5%	62.9%	3.7%	0.3%
Bloomfield	14,019	22.3%	1.5%	5.3%	56.6%	12.8%	1.6%
Cheshire	15,697	22.2%	0.7%	4.0%	65.8%	6.9%	0.4%
Winsted	1,996	20.4%	0.9%	6.5%	27.2%	41.8%	3.2%
Enfield	20,857	20.3%	0.5%	2.8%	70.1%	6.0%	0.3%
Canton	4,561	20.0%	2.3%	3.9%	13.2%	58.3%	2.3%
Weston	1,262	19.9%	0.1%	4.1%	33.4%	40.6%	1.8%
Plainville	11,742	18.9%	0.8%	3.6%	1.6%	73.5%	1.6%
Wilton	14,686	18.7%	0.2%	4.5%	33.9%	41.2%	1.5%
Windsor	16,776	18.6%	0.1%	3.0%	5.8%	71.9%	0.6%
Easton	1,720	18.0%	0.1%	4.1%	67.3%	8.5%	2.0%
Vernon	11,503	17.8%	1.7%	6.4%	45.8%	26.8%	1.5%
Seymour	10,851	17.2%	0.5%	3.4%	7.1%	71.5%	0.3%
Simsbury	10,450	17.1%	0.2%	2.5%	29.8%	49.7%	0.6%
Willimantic	9,646	16.7%	1.2%	7.6%	7.0%	65.3%	2.2%
University of Connecticut	7,474	16.4%	0.5%	2.8%	24.4%	55.6%	0.5%
Old Saybrook	9,327	16.0%	0.6%	5.7%	63.5%	13.4%	0.8%
Waterford	12,779	14.8%	1.0%	4.4%	33.3%	44.8%	1.7%
Guilford	9,935	14.3%	0.2%	2.0%	79.0%	4.1%	0.4%
Central CT State University	6,912	14.2%	0.1%	3.3%	8.4%	72.8%	1.1%
Avon	3,032	14.2%	1.0%	1.7%	24.0%	50.9%	8.3%
State Capitol Police	728	13.9%	0.3%	4.0%	3.2%	78.0%	0.7%
Wethersfield	13,159	13.8%	1.5%	10.1%	1.1%	71.2%	2.2%
Plymouth	6,622	13.8%	0.9%	1.6%	8.1%	71.6%	4.0%
West Haven	15,848	12.9%	0.7%	2.5%	3.7%	78.6%	1.5%
Clinton	7,685	12.2%	1.1%	5.7%	69.1%	11.4%	0.5%
Thomaston	2,190	11.7%	0.5%	3.2%	14.3%	68.8%	1.6%
Redding	6,502	11.4%	0.1%	1.9%	39.6%	44.9%	2.0%
Portland	537	10.8%	0.0%	3.2%	42.5%	43.6%	0.0%
Torrington	20,578	9.4%	0.4%	3.0%	26.6%	58.2%	2.4%
Suffield	3,164	8.5%	0.0%	5.9%	55.5%	29.8%	0.2%
Plainfield	4,674	6.8%	1.7%	4.7%	4.2%	81.9%	0.7%
Eastern CT State University	499	5.0%	0.2%	1.4%	17.0%	76.0%	0.4%
Putnam	4,451	4.1%	1.9%	2.3%	42.1%	49.4%	0.2%
Middlebury	502	3.4%	0.2%	4.2%	14.1%	76.1%	2.0%

Table III.A.10: Outcome of Stop (Sorted by % Warning)
2013-2016

Department Name	N	Warnings	Infraction	UAR	Mis. Sum.	No Disposition
Eastern CT State University	499	93.0%	5.0%	0.2%	1.4%	0.4%
Putnam	4,451	91.6%	4.1%	1.9%	2.3%	0.2%
Middlebury	502	90.2%	3.4%	0.2%	4.2%	2.0%
Plainfield	4,674	86.2%	6.8%	1.7%	4.7%	0.7%
Portland	537	86.0%	10.8%	0.0%	3.2%	0.0%
Suffield	3,164	85.3%	8.5%	0.0%	5.9%	0.2%
Torrington	20,578	84.8%	9.4%	0.4%	3.0%	2.4%
Redding	6,502	84.5%	11.4%	0.1%	1.9%	2.0%
Thomaston	2,190	83.1%	11.7%	0.5%	3.2%	1.6%
Guilford	9,935	83.1%	14.3%	0.2%	2.0%	0.4%
West Haven	15,848	82.3%	12.9%	0.7%	2.5%	1.5%
Central CT State University	6,912	81.2%	14.2%	0.1%	3.3%	1.1%
State Capitol Police	728	81.2%	13.9%	0.3%	4.0%	0.7%
Clinton	7,685	80.5%	12.2%	1.1%	5.7%	0.5%
University of Connecticut	7,474	79.9%	16.4%	0.5%	2.8%	0.5%
Plymouth	6,622	79.7%	13.8%	0.9%	1.6%	4.0%
Simsbury	10,450	79.5%	17.1%	0.2%	2.5%	0.6%
Seymour	10,851	78.6%	17.2%	0.5%	3.4%	0.3%
Waterford	12,779	78.1%	14.8%	1.0%	4.4%	1.7%
Windsor	16,776	77.7%	18.6%	0.1%	3.0%	0.6%
Old Saybrook	9,327	76.9%	16.0%	0.6%	5.7%	0.8%
Enfield	20,857	76.1%	20.3%	0.5%	2.8%	0.3%
Easton	1,720	75.8%	18.0%	0.1%	4.1%	2.0%
Wilton	14,686	75.1%	18.7%	0.2%	4.5%	1.5%
Plainville	11,742	75.0%	18.9%	0.8%	3.6%	1.6%
Avon	3,032	74.9%	14.2%	1.0%	1.7%	8.3%
Weston	1,262	74.1%	19.9%	0.1%	4.1%	1.8%
Naugatuck	15,788	72.8%	25.4%	0.4%	1.0%	0.5%
Cheshire	15,697	72.7%	22.2%	0.7%	4.0%	0.4%
Vernon	11,503	72.6%	17.8%	1.7%	6.4%	1.5%
Willimantic	9,646	72.3%	16.7%	1.2%	7.6%	2.2%
Wethersfield	13,159	72.3%	13.8%	1.5%	10.1%	2.2%
Madison	10,547	72.0%	23.8%	0.9%	2.2%	1.0%
Southington	14,321	71.9%	24.7%	0.1%	3.1%	0.3%
Canton	4,561	71.5%	20.0%	2.3%	3.9%	2.3%
New Canaan	16,029	71.3%	25.1%	0.1%	2.4%	1.1%
Newtown	24,587	71.3%	25.9%	0.2%	2.4%	0.3%
Windsor Locks	7,647	70.6%	24.2%	0.6%	3.7%	0.8%
Brookfield	7,548	70.5%	25.2%	0.6%	2.3%	1.4%
Stonington	7,512	70.4%	22.3%	1.3%	2.9%	3.1%
Bloomfield	14,019	69.4%	22.3%	1.5%	5.3%	1.6%
Bethel	9,812	69.3%	27.7%	0.4%	1.9%	0.8%
Monroe	14,744	69.2%	25.7%	0.3%	3.6%	1.3%
Winsted	1,996	69.0%	20.4%	0.9%	6.5%	3.2%
Milford	10,313	67.5%	23.0%	1.6%	6.2%	1.8%
Groton Town	16,582	67.1%	24.5%	2.5%	5.4%	0.4%
East Hampton	1,729	66.6%	22.3%	0.3%	10.5%	0.3%
Rocky Hill	11,192	66.3%	28.2%	0.9%	3.8%	0.7%
South Windsor	10,285	65.9%	27.7%	0.4%	4.4%	1.6%
Norwich	19,061	65.4%	27.7%	0.9%	5.6%	0.3%
Shelton	1,937	65.0%	24.3%	0.6%	8.1%	2.1%
Newington	16,964	64.8%	28.4%	0.3%	5.6%	0.9%
Middletown	8,576	64.8%	23.0%	1.4%	8.8%	2.1%
Stamford	25,049	64.6%	31.4%	0.3%	2.9%	0.8%
East Haven	8,261	63.1%	24.6%	1.5%	8.3%	2.5%
Ansonia	14,567	63.1%	31.2%	0.9%	3.6%	1.2%
Cromwell	5,843	62.4%	27.0%	0.5%	6.7%	3.4%

Table III.A.10: Outcome of Stop (Sorted by % Warning)
2013-2016

Department Name	N	Warnings	Infraction	UAR	Mis. Sum.	No Disposition
Westport	18,526	61.9%	32.8%	0.8%	3.4%	1.2%
Stratford	8,057	61.9%	24.2%	1.8%	9.6%	2.6%
Yale	2,511	60.9%	27.7%	2.8%	8.1%	0.5%
Watertown	4,756	59.4%	33.2%	0.5%	6.1%	0.8%
Hamden	14,061	59.1%	34.5%	0.2%	5.2%	1.1%
Glastonbury	14,705	58.1%	32.9%	0.6%	6.9%	1.6%
Ridgefield	23,058	57.2%	39.3%	0.1%	2.3%	1.1%
East Windsor	2,999	56.9%	32.7%	1.1%	7.7%	1.7%
Wallingford	28,202	55.9%	31.8%	4.2%	6.2%	1.8%
Coventry	4,952	55.5%	31.5%	0.1%	9.7%	3.3%
Orange	12,025	55.4%	36.2%	0.4%	7.0%	1.0%
Granby	3,324	55.1%	36.0%	0.4%	7.7%	0.7%
New Milford	10,735	54.7%	36.9%	0.4%	5.2%	2.7%
Berlin	17,684	54.2%	38.3%	0.3%	4.8%	2.4%
Fairfield	21,144	54.1%	36.5%	0.7%	6.1%	2.6%
New Britain	20,595	53.7%	35.0%	1.7%	8.5%	1.2%
Groton Long Point	311	53.7%	43.7%	0.0%	1.6%	1.0%
Wolcott	1,544	53.3%	39.1%	0.5%	6.2%	1.0%
Groton City	6,204	52.5%	39.3%	1.1%	4.7%	2.4%
North Branford	3,431	51.7%	32.6%	0.3%	8.1%	7.3%
Bristol	15,977	51.6%	33.9%	1.7%	7.0%	5.9%
North Haven	7,750	50.4%	38.4%	0.8%	7.8%	2.6%
Darien	9,355	50.2%	43.8%	0.8%	4.2%	1.0%
West Hartford	25,939	49.8%	39.3%	4.5%	4.9%	1.4%
Farmington	14,942	49.3%	39.3%	1.9%	6.7%	2.8%
Western CT State University	137	48.9%	45.3%	0.7%	4.4%	0.7%
Manchester	20,963	47.0%	44.1%	0.6%	6.7%	1.7%
Woodbridge	5,652	46.4%	42.5%	0.1%	9.4%	1.6%
New London	7,143	44.6%	44.1%	4.2%	5.1%	2.0%
Southern CT State University	2,627	44.1%	47.2%	1.0%	7.3%	0.4%
CSP Troop L	36,248	42.0%	47.0%	0.9%	7.1%	3.1%
CSP Troop B	22,465	40.1%	50.7%	0.7%	6.2%	2.3%
Greenwich	21,143	39.8%	53.9%	0.6%	3.5%	2.2%
New Haven	43,076	36.2%	54.2%	1.3%	7.3%	1.0%
Waterbury	7,358	34.9%	39.1%	4.3%	19.9%	1.8%
East Hartford	23,652	34.7%	49.5%	1.1%	12.2%	2.6%
Norwalk	17,413	32.3%	58.8%	1.2%	6.3%	1.3%
Branford	16,351	31.0%	58.5%	0.3%	6.1%	4.1%
CSP Troop D	48,663	30.9%	59.5%	0.5%	7.8%	1.2%
Bridgeport	13,438	30.3%	62.2%	1.1%	5.7%	0.8%
Trumbull	8,190	30.0%	58.6%	0.4%	9.1%	1.9%
CSP Troop K	58,366	28.2%	65.7%	0.5%	4.2%	1.4%
CSP Troop A	62,347	27.9%	64.4%	0.7%	5.3%	1.7%
Department of Motor Vehicle	6,552	27.3%	65.1%	0.0%	5.1%	2.4%
Derby	9,545	24.9%	63.6%	0.3%	10.7%	0.6%
CSP Troop E	62,377	23.4%	68.9%	0.5%	5.4%	1.8%
CSP Troop C	76,490	22.8%	72.4%	0.3%	3.3%	1.2%
CSP Troop I	40,475	22.5%	70.3%	0.6%	5.0%	1.5%
Meriden	7,964	22.3%	64.1%	1.8%	10.7%	1.0%
Danbury	17,401	19.5%	75.4%	1.2%	2.7%	1.1%
Hartford	18,646	18.7%	64.1%	3.0%	13.3%	0.9%
CSP Troop H	56,262	17.4%	73.3%	1.2%	5.6%	2.5%
CSP Troop F	72,523	17.4%	78.3%	0.3%	2.9%	1.3%
CSP Troop G	74,391	16.4%	75.1%	0.7%	6.1%	1.8%
CSP Headquarters	42,418	9.1%	86.1%	0.9%	2.7%	1.1%

Table III.A.11: Outcome of Stop (Sorted by % UAR)
2013-2016

Department Name	N	UAR	Mis. Sum.	Infraction	Written Warning	Verbal Warning	No Disposition
West Hartford	25,939	4.5%	4.9%	39.3%	5.3%	44.6%	1.4%
Waterbury	7,358	4.3%	19.9%	39.1%	3.6%	31.3%	1.8%
Wallingford	28,202	4.2%	6.2%	31.8%	4.0%	51.9%	1.8%
New London	7,143	4.2%	5.1%	44.1%	7.5%	37.1%	2.0%
Hartford	18,646	3.0%	13.3%	64.1%	4.7%	13.9%	0.9%
Yale	2,511	2.8%	8.1%	27.7%	38.6%	22.3%	0.5%
Groton Town	16,582	2.5%	5.4%	24.5%	32.0%	35.1%	0.4%
Canton	4,561	2.3%	3.9%	20.0%	13.2%	58.3%	2.3%
Farmington	14,942	1.9%	6.7%	39.3%	2.8%	46.4%	2.8%
Putnam	4,451	1.9%	2.3%	4.1%	42.1%	49.4%	0.2%
Stratford	8,057	1.8%	9.6%	24.2%	0.7%	61.2%	2.6%
Meriden	7,964	1.8%	10.7%	64.1%	4.0%	18.3%	1.0%
Bristol	15,977	1.7%	7.0%	33.9%	42.7%	8.9%	5.9%
Vernon	11,503	1.7%	6.4%	17.8%	45.8%	26.8%	1.5%
Plainfield	4,674	1.7%	4.7%	6.8%	4.2%	81.9%	0.7%
New Britain	20,595	1.7%	8.5%	35.0%	0.7%	53.0%	1.2%
Milford	10,313	1.6%	6.2%	23.0%	23.9%	43.6%	1.8%
Wethersfield	13,159	1.5%	10.1%	13.8%	1.1%	71.2%	2.2%
East Haven	8,261	1.5%	8.3%	24.6%	1.9%	61.2%	2.5%
Bloomfield	14,019	1.5%	5.3%	22.3%	56.6%	12.8%	1.6%
Middletown	8,576	1.4%	8.8%	23.0%	16.1%	48.7%	2.1%
New Haven	43,076	1.3%	7.3%	54.2%	11.7%	24.5%	1.0%
Stonington	7,512	1.3%	2.9%	22.3%	1.3%	69.1%	3.1%
Norwalk	17,413	1.2%	6.3%	58.8%	0.8%	31.5%	1.3%
Danbury	17,401	1.2%	2.7%	75.4%	0.3%	19.2%	1.1%
CSP Troop H	56,262	1.2%	5.6%	73.3%	5.3%	12.1%	2.5%
Willimantic	9,646	1.2%	7.6%	16.7%	7.0%	65.3%	2.2%
Bridgeport	13,438	1.1%	5.7%	62.2%	4.8%	25.5%	0.8%
Clinton	7,685	1.1%	5.7%	12.2%	69.1%	11.4%	0.5%
East Hartford	23,652	1.1%	12.2%	49.5%	12.4%	22.3%	2.6%
East Windsor	2,999	1.1%	7.7%	32.7%	16.0%	40.8%	1.7%
Groton City	6,204	1.1%	4.7%	39.3%	19.0%	33.5%	2.4%
Waterford	12,779	1.0%	4.4%	14.8%	33.3%	44.8%	1.7%
Southern CT State University	2,627	1.0%	7.3%	47.2%	33.7%	10.4%	0.4%
Avon	3,032	1.0%	1.7%	14.2%	24.0%	50.9%	8.3%
Norwich	19,061	0.9%	5.6%	27.7%	56.6%	8.8%	0.3%
Madison	10,547	0.9%	2.2%	23.8%	40.2%	31.8%	1.0%
Rocky Hill	11,192	0.9%	3.8%	28.2%	11.7%	54.5%	0.7%
Ansonia	14,567	0.9%	3.6%	31.2%	0.3%	62.8%	1.2%
CSP Headquarters	42,418	0.9%	2.7%	86.1%	2.6%	6.5%	1.1%
Plymouth	6,622	0.9%	1.6%	13.8%	8.1%	71.6%	4.0%
CSP Troop L	36,248	0.9%	7.1%	47.0%	10.1%	31.9%	3.1%
Winsted	1,996	0.9%	6.5%	20.4%	27.2%	41.8%	3.2%
Darien	9,355	0.8%	4.2%	43.8%	13.7%	36.5%	1.0%
North Haven	7,750	0.8%	7.8%	38.4%	3.1%	47.3%	2.6%
Plainville	11,742	0.8%	3.6%	18.9%	1.6%	73.5%	1.6%
Westport	18,526	0.8%	3.4%	32.8%	32.7%	29.3%	1.2%
Western CT State University	137	0.7%	4.4%	45.3%	13.1%	35.8%	0.7%
Cheshire	15,697	0.7%	4.0%	22.2%	65.8%	6.9%	0.4%
West Haven	15,848	0.7%	2.5%	12.9%	3.7%	78.6%	1.5%
CSP Troop G	74,391	0.7%	6.1%	75.1%	2.4%	14.0%	1.8%
CSP Troop B	22,465	0.7%	6.2%	50.7%	30.6%	9.5%	2.3%
Fairfield	21,144	0.7%	6.1%	36.5%	1.2%	52.9%	2.6%
CSP Troop A	62,347	0.7%	5.3%	64.4%	6.5%	21.4%	1.7%
Windsor Locks	7,647	0.6%	3.7%	24.2%	38.7%	31.9%	0.8%
CSP Troop I	40,475	0.6%	5.0%	70.3%	6.4%	16.1%	1.5%
Greenwich	21,143	0.6%	3.5%	53.9%	14.7%	25.1%	2.2%

Table III.A.11: Outcome of Stop (Sorted by % UAR)
2013-2016

Department Name	N	UAR	Mis. Sum.	Infraction	Written Warning	Verbal Warning	No Disposition
Glastonbury	14,705	0.6%	6.9%	32.9%	32.7%	25.4%	1.6%
Old Saybrook	9,327	0.6%	5.7%	16.0%	63.5%	13.4%	0.8%
Shelton	1,937	0.6%	8.1%	24.3%	4.9%	60.1%	2.1%
Manchester	20,963	0.6%	6.7%	44.1%	6.9%	40.0%	1.7%
Brookfield	7,548	0.6%	2.3%	25.2%	29.8%	40.7%	1.4%
Watertown	4,756	0.5%	6.1%	33.2%	47.9%	11.5%	0.8%
Seymour	10,851	0.5%	3.4%	17.2%	7.1%	71.5%	0.3%
CSP Troop E	62,377	0.5%	5.4%	68.9%	6.1%	17.2%	1.8%
Wolcott	1,544	0.5%	6.2%	39.1%	32.0%	21.3%	1.0%
CSP Troop D	48,663	0.5%	7.8%	59.5%	10.1%	20.8%	1.2%
University of Connecticut	7,474	0.5%	2.8%	16.4%	24.4%	55.6%	0.5%
CSP Troop K	58,366	0.5%	4.2%	65.7%	9.6%	18.6%	1.4%
Cromwell	5,843	0.5%	6.7%	27.0%	17.5%	44.9%	3.4%
Enfield	20,857	0.5%	2.8%	20.3%	70.1%	6.0%	0.3%
Thomaston	2,190	0.5%	3.2%	11.7%	14.3%	68.8%	1.6%
New Milford	10,735	0.4%	5.2%	36.9%	34.3%	20.4%	2.7%
Granby	3,324	0.4%	7.7%	36.0%	26.3%	28.9%	0.7%
Torrington	20,578	0.4%	3.0%	9.4%	26.6%	58.2%	2.4%
South Windsor	10,285	0.4%	4.4%	27.7%	2.8%	63.1%	1.6%
Naugatuck	15,788	0.4%	1.0%	25.4%	24.2%	48.6%	0.5%
Bethel	9,812	0.4%	1.9%	27.7%	53.7%	15.6%	0.8%
Orange	12,025	0.4%	7.0%	36.2%	2.4%	53.1%	1.0%
Trumbull	8,190	0.4%	9.1%	58.6%	7.8%	22.3%	1.9%
North Branford	3,431	0.3%	8.1%	32.6%	24.0%	27.7%	7.3%
Stamford	25,049	0.3%	2.9%	31.4%	0.4%	64.1%	0.8%
Newington	16,964	0.3%	5.6%	28.4%	61.3%	3.5%	0.9%
Derby	9,545	0.3%	10.7%	63.6%	0.1%	24.7%	0.6%
Berlin	17,684	0.3%	4.8%	38.3%	34.5%	19.7%	2.4%
East Hampton	1,729	0.3%	10.5%	22.3%	62.9%	3.7%	0.3%
Branford	16,351	0.3%	6.1%	58.5%	0.1%	31.0%	4.1%
Monroe	14,744	0.3%	3.6%	25.7%	44.9%	24.3%	1.3%
CSP Troop C	76,490	0.3%	3.3%	72.4%	10.4%	12.4%	1.2%
State Capitol Police	728	0.3%	4.0%	13.9%	3.2%	78.0%	0.7%
CSP Troop F	72,523	0.3%	2.9%	78.3%	6.4%	10.9%	1.3%
Simsbury	10,450	0.2%	2.5%	17.1%	29.8%	49.7%	0.6%
Wilton	14,686	0.2%	4.5%	18.7%	33.9%	41.2%	1.5%
Eastern CT State University	499	0.2%	1.4%	5.0%	17.0%	76.0%	0.4%
Middlebury	502	0.2%	4.2%	3.4%	14.1%	76.1%	2.0%
Hamden	14,061	0.2%	5.2%	34.5%	4.0%	55.0%	1.1%
Newtown	24,587	0.2%	2.4%	25.9%	39.1%	32.2%	0.3%
Guilford	9,935	0.2%	2.0%	14.3%	79.0%	4.1%	0.4%
Ridgefield	23,058	0.1%	2.3%	39.3%	44.1%	13.1%	1.1%
New Canaan	16,029	0.1%	2.4%	25.1%	2.1%	69.2%	1.1%
Windsor	16,776	0.1%	3.0%	18.6%	5.8%	71.9%	0.6%
Central CT State University	6,912	0.1%	3.3%	14.2%	8.4%	72.8%	1.1%
Woodbridge	5,652	0.1%	9.4%	42.5%	11.0%	35.4%	1.6%
Redding	6,502	0.1%	1.9%	11.4%	39.6%	44.9%	2.0%
Coventry	4,952	0.1%	9.7%	31.5%	22.2%	33.3%	3.3%
Weston	1,262	0.1%	4.1%	19.9%	33.4%	40.6%	1.8%
Southington	14,321	0.1%	3.1%	24.7%	63.5%	8.4%	0.3%
Easton	1,720	0.1%	4.1%	18.0%	67.3%	8.5%	2.0%
Department of Motor Vehicle	6,552	0.0%	5.1%	65.1%	7.0%	20.3%	2.4%
Suffield	3,164	0.0%	5.9%	8.5%	55.5%	29.8%	0.2%
Groton Long Point	311	0.0%	1.6%	43.7%	43.4%	10.3%	1.0%
Portland	537	0.0%	3.2%	10.8%	42.5%	43.6%	0.0%

Table III.A.12: Number of Searches(Sorted by % Search)
2013-2016

Department Name	Stops	Searches N	Searches %
Waterbury	7,358	1,468	20.0%
Bridgeport	13,438	1,305	9.7%
Stratford	8,057	737	9.1%
Derby	9,545	804	8.4%
Yale	2,511	211	8.4%
Milford	10,313	858	8.3%
Middletown	8,576	703	8.2%
Vernon	11,503	891	7.7%
West Hartford	25,939	1,930	7.4%
Danbury	17,401	1,253	7.2%
Norwich	19,061	1,236	6.5%
Wallingford	28,202	1,785	6.3%
Norwalk	17,413	1,093	6.3%
New London	7,143	448	6.3%
New Haven	43,076	2,670	6.2%
Glastonbury	14,705	908	6.2%
Wolcott	1,544	95	6.2%
Wilton	14,686	903	6.1%
Wethersfield	13,159	794	6.0%
Meriden	7,964	454	5.7%
Plainville	11,742	666	5.7%
Clinton	7,685	416	5.4%
North Haven	7,750	374	4.8%
East Hartford	23,652	1,138	4.8%
New Britain	20,595	989	4.8%
Willimantic	9,646	442	4.6%
Naugatuck	15,788	716	4.5%
Trumbull	8,190	351	4.3%
East Hampton	1,729	73	4.2%
South Windsor	10,285	426	4.1%
Newington	16,964	693	4.1%
West Haven	15,848	612	3.9%
University of Connecticut	7,474	284	3.8%
East Haven	8,261	304	3.7%
Waterford	12,779	465	3.6%
Plymouth	6,622	224	3.4%
Berlin	17,684	563	3.2%
Westport	18,526	581	3.1%
Old Saybrook	9,327	289	3.1%
Windsor Locks	7,647	235	3.1%
Enfield	20,857	628	3.0%
Shelton	1,937	58	3.0%
Stamford	25,049	747	3.0%
Darien	9,355	271	2.9%
Manchester	20,963	602	2.9%
Suffield	3,164	89	2.8%
Watertown	4,756	133	2.8%
Ansonia	14,567	406	2.8%
Farmington	14,942	406	2.7%
Winsted	1,996	52	2.6%
Bloomfield	14,019	351	2.5%
Thomaston	2,190	53	2.4%
Groton City	6,204	145	2.3%
Rocky Hill	11,192	260	2.3%
Branford	16,351	375	2.3%
CSP Troop A	62,347	1,422	2.3%
CSP Troop L	36,248	826	2.3%

Table III.A.12: Number of Searches(Sorted by % Search)
2013-2016

Department Name	Stops	Searches	
		N	%
Fairfield	21,144	477	2.3%
Bristol	15,977	359	2.2%
Plainfield	4,674	105	2.2%
CSP Troop H	56,262	1,256	2.2%
Seymour	10,851	242	2.2%
Canton	4,561	96	2.1%
Portland	537	11	2.0%
East Windsor	2,999	60	2.0%
CSP Troop C	76,490	1,430	1.9%
State Capitol Police	728	13	1.8%
New Milford	10,735	191	1.8%
Groton Town	16,582	292	1.8%
Granby	3,324	58	1.7%
CSP Troop G	74,391	1,283	1.7%
CSP Troop E	62,377	1,061	1.7%
Orange	12,025	202	1.7%
CSP Troop D	48,663	814	1.7%
Southern CT State University	2,627	43	1.6%
Greenwich	21,143	345	1.6%
Torrington	20,578	315	1.5%
Windsor	16,776	255	1.5%
CSP Troop B	22,465	338	1.5%
CSP Troop K	58,366	861	1.5%
Cheshire	15,697	227	1.4%
Monroe	14,744	212	1.4%
Coventry	4,952	71	1.4%
North Branford	3,431	48	1.4%
Hamden	14,061	194	1.4%
Hartford	18,646	255	1.4%
Woodbridge	5,652	77	1.4%
CSP Troop I	40,475	523	1.3%
Cromwell	5,843	71	1.2%
Newtown	24,587	291	1.2%
Brookfield	7,548	88	1.2%
New Canaan	16,029	176	1.1%
Redding	6,502	70	1.1%
Madison	10,547	103	1.0%
Avon	3,032	28	0.9%
Bethel	9,812	80	0.8%
CSP Troop F	72,523	589	0.8%
Middlebury	502	4	0.8%
CSP Headquarters	42,418	318	0.7%
Guilford	9,935	74	0.7%
Westren CT State University	137	1	0.7%
Simsbury	10,450	76	0.7%
Easton	1,720	11	0.6%
Weston	1,262	8	0.6%
Putnam	4,451	28	0.6%
Ridgefield	23,058	121	0.5%
Stonington	7,512	37	0.5%
Southington	14,321	64	0.4%
Central CT State University	6,912	16	0.2%
Department of Motor Vehicle	6,552	15	0.2%
Eastern CT State University	499	1	0.2%
Groton Long Point	311	0	0.0%

Table III.B.1: Statewide Average Comparisons for Black Drivers (Sorted Alphabetically)
2013-2016

Department Name	Black Stops	Difference Between Town and State Average	Black Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences	Non-Resident Black Stops
Ansonia	16.11%	2.02%	9.74%	0.62%	1.40%	57.09%
Avon	8.15%	-5.94%	1.41%	-7.71%	1.76%	91.09%
Berlin	9.19%	-4.90%	0.65%	-8.47%	3.57%	94.10%
Bethel	5.81%	-8.28%	1.74%	-7.38%	-0.90%	83.16%
Bloomfield	53.35%	39.26%	54.76%	45.64%	-6.38%	53.76%
Branford	4.79%	-9.30%	1.76%	-7.36%	-1.94%	78.19%
Bridgeport	37.42%	23.33%	31.82%	22.70%	0.63%	17.06%
Bristol	9.12%	-4.97%	3.24%	-5.88%	0.91%	52.30%
Brookfield	3.91%	-10.18%	1.05%	-8.07%	-2.11%	77.97%
Canton	4.01%	-10.08%	0.00%	-9.12%	-0.96%	94.54%
Cheshire	8.88%	-5.21%	1.27%	-7.85%	2.64%	64.35%
Clinton	3.14%	-10.95%	0.00%	-9.12%	-1.83%	65.98%
Coventry	3.49%	-10.60%	0.79%	-8.33%	-2.26%	84.97%
Cromwell	12.90%	-1.19%	3.69%	-5.43%	4.24%	59.42%
Danbury	7.93%	-6.16%	6.42%	-2.70%	-3.46%	66.16%
Darien	11.29%	-2.80%	0.00%	-9.12%	6.32%	96.88%
Derby	14.77%	0.68%	6.03%	-3.09%	3.77%	83.90%
East Hampton	3.64%	-10.45%	1.10%	-8.02%	-2.43%	68.25%
East Hartford	37.60%	23.51%	22.52%	13.40%	10.11%	46.29%
East Haven	8.10%	-5.99%	2.47%	-6.65%	0.66%	78.92%
East Windsor	13.64%	-0.45%	5.96%	-3.16%	2.71%	79.95%
Easton	3.95%	-10.14%	0.00%	-9.12%	-1.02%	97.06%
Enfield	9.35%	-4.74%	2.63%	-6.49%	1.75%	44.34%
Fairfield	14.03%	-0.06%	1.73%	-7.39%	7.32%	94.00%
Farmington	8.58%	-5.51%	2.20%	-6.92%	1.40%	90.17%
Glastonbury	8.07%	-6.02%	1.80%	-7.32%	1.30%	81.89%
Granby	4.72%	-9.37%	0.92%	-8.20%	-1.16%	85.99%
Greenwich	7.69%	-6.40%	2.03%	-7.09%	0.69%	83.03%
Groton City**	14.99%	0.90%	7.70%	-1.42%	2.32%	58.49%
Groton Long Point**	2.89%	-11.20%	0.00%	-9.12%	-2.08%	100.00%
Groton Town	12.62%	-1.47%	6.07%	-3.05%	1.58%	64.34%
Guilford	2.16%	-11.93%	0.70%	-8.42%	-3.51%	73.49%
Hamden	34.05%	19.96%	18.28%	9.16%	10.80%	54.55%
Hartford	38.53%	24.44%	35.80%	26.68%	-2.23%	34.68%
Madison	2.77%	-11.32%	0.49%	-8.63%	-2.69%	85.27%
Manchester	23.76%	9.67%	10.15%	1.03%	8.64%	53.92%
Meriden	15.22%	1.13%	7.80%	-1.32%	2.45%	32.92%
Middlebury	3.59%	-10.50%	0.00%	-9.12%	-1.38%	94.44%
Middletown	20.20%	6.11%	11.68%	2.56%	3.55%	32.22%
Milford	12.63%	-1.46%	2.23%	-6.89%	5.43%	85.73%
Monroe	5.91%	-8.18%	1.32%	-7.80%	-0.38%	86.58%
Naugatuck	10.02%	-4.07%	4.11%	-5.01%	0.94%	58.22%
New Britain	17.72%	3.63%	10.67%	1.55%	2.08%	30.33%
New Canaan	6.15%	-7.94%	1.06%	-8.06%	0.12%	88.24%
New Haven	41.73%	27.64%	32.16%	23.04%	4.60%	29.06%
New London	17.36%	3.27%	15.18%	6.06%	-2.79%	38.39%
New Milford	4.23%	-9.86%	1.69%	-7.43%	-2.43%	59.03%
Newington	14.12%	0.03%	2.99%	-6.13%	6.16%	87.44%
Newtown	5.59%	-8.50%	0.68%	-8.44%	-0.06%	93.96%
North Branford	4.23%	-9.86%	1.33%	-7.79%	-2.08%	82.07%
North Haven	12.21%	-1.88%	2.91%	-6.21%	4.32%	91.23%
Norwalk	21.48%	7.39%	13.13%	4.01%	3.39%	46.00%
Norwich	19.74%	5.65%	8.96%	-0.16%	5.81%	36.36%
Old Saybrook	3.04%	-11.05%	0.00%	-9.12%	-1.93%	79.23%
Orange	18.41%	4.32%	1.31%	-7.81%	12.13%	98.06%
Plainfield	2.78%	-11.31%	0.96%	-8.16%	-3.15%	56.92%
Plainville	8.00%	-6.09%	2.73%	-6.39%	0.29%	77.21%
Plymouth	5.03%	-9.06%	0.00%	-9.12%	0.06%	89.19%

* The demographics for the host town were used as a proxy benchmark and should be viewed with caution.
**Census populations within the political sub-division are used as the basis for the benchmark.

Table III.B.1: Statewide Average Comparisons for Black Drivers (Sorted Alphabetically)
2013-2016

Department Name	Black Stops	Difference Between Town and State Average	Black Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences	Non-Resident Black Stops
Portland	5.03%	-9.06%	1.87%	-7.25%	-1.81%	66.67%
Putnam	2.52%	-11.57%	1.17%	-7.95%	-3.63%	54.46%
Redding	3.84%	-10.25%	0.00%	-9.12%	-1.13%	94.40%
Ridgefield	4.36%	-9.73%	0.77%	-8.35%	-1.38%	93.13%
Rocky Hill	10.13%	-3.96%	3.77%	-5.35%	1.40%	76.46%
Seymour	6.36%	-7.73%	2.25%	-6.87%	-0.86%	79.13%
Shelton	6.87%	-7.22%	2.07%	-7.05%	-0.17%	73.68%
Simsbury	5.24%	-8.85%	1.46%	-7.66%	-1.19%	75.55%
South Windsor	15.97%	1.88%	3.68%	-5.44%	7.33%	84.42%
Southington	3.41%	-10.68%	1.34%	-7.78%	-2.89%	77.91%
Stamford	17.12%	3.03%	12.86%	3.74%	-0.71%	30.60%
Stonington	3.25%	-10.84%	0.82%	-8.30%	-2.54%	72.54%
Stratford	30.90%	16.81%	12.76%	3.64%	13.18%	61.69%
Suffield	4.46%	-9.63%	1.40%	-7.72%	-1.92%	90.78%
Thomaston	2.65%	-11.44%	0.00%	-9.12%	-2.32%	91.38%
Torrington	4.95%	-9.14%	2.12%	-7.00%	-2.13%	39.06%
Trumbull	19.19%	5.10%	2.90%	-6.22%	11.33%	92.81%
Vernon	14.92%	0.83%	4.70%	-4.42%	5.25%	60.66%
Wallingford	8.81%	-5.28%	1.34%	-7.78%	2.51%	86.76%
Waterbury	29.03%	14.94%	17.37%	8.25%	6.69%	15.92%
Waterford	11.24%	-2.85%	2.29%	-6.83%	3.98%	89.83%
Watertown	7.61%	-6.48%	1.24%	-7.88%	1.40%	87.85%
West Hartford	14.85%	0.76%	5.65%	-3.47%	4.22%	87.61%
West Haven	26.05%	11.96%	17.70%	8.58%	3.38%	52.89%
Weston	4.75%	-9.34%	1.25%	-7.87%	-1.47%	85.00%
Westport	9.98%	-4.11%	1.22%	-7.90%	3.79%	95.46%
Wethersfield	18.57%	4.48%	2.75%	-6.37%	10.85%	89.20%
Willimantic	7.10%	-6.99%	4.08%	-5.04%	-1.95%	55.18%
Wilton	8.63%	-5.46%	1.01%	-8.11%	2.65%	95.90%
Windsor	43.50%	29.41%	32.20%	23.08%	6.33%	57.57%
Windsor Locks	14.11%	0.02%	4.27%	-4.85%	4.87%	81.65%
Winsted	3.91%	-10.18%	1.04%	-8.08%	-2.10%	56.41%
Wolcott	7.84%	-6.25%	1.53%	-7.59%	1.33%	86.78%
Woodbridge	19.99%	5.90%	1.94%	-7.18%	13.08%	96.81%

* The demographics for the host town were used as a proxy benchmark and should be viewed with caution.
**Census populations within the political sub-division are used as the basis for the benchmark.

Table III.B.2: Statewide Average Comparisons for Black Drivers (Sorted Alphabetically)
2013-2016

Department Name	Hispanic Stops	Difference Between Town and State Average	Hispanic Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences	Non-Resident Hispanic Stops
Ansonia	12.68%	0.23%	14.03%	2.12%	-1.89%	61.72%
Avon	5.74%	-6.71%	2.76%	-9.15%	2.44%	87.93%
Berlin	13.20%	0.75%	2.67%	-9.24%	9.98%	94.09%
Bethel	11.99%	-0.46%	6.65%	-5.26%	4.79%	76.53%
Bloomfield	7.50%	-4.95%	4.78%	-7.13%	2.18%	80.61%
Branford	7.01%	-5.44%	3.45%	-8.46%	3.02%	79.84%
Bridgeport	28.80%	16.35%	36.20%	24.29%	-7.94%	14.75%
Bristol	13.17%	0.72%	7.65%	-4.26%	4.98%	50.29%
Brookfield	9.06%	-3.39%	3.79%	-8.12%	4.73%	84.21%
Canton	2.50%	-9.95%	1.94%	-9.97%	0.02%	85.96%
Cheshire	6.92%	-5.53%	2.35%	-9.56%	4.03%	63.17%
Clinton	7.83%	-4.62%	4.41%	-7.50%	2.88%	34.72%
Coventry	4.91%	-7.54%	2.21%	-9.70%	2.16%	82.30%
Cromwell	4.83%	-7.62%	3.90%	-8.01%	0.39%	70.21%
Danbury	26.39%	13.94%	23.25%	11.34%	2.60%	60.67%
Darien	16.70%	4.25%	3.49%	-8.42%	12.67%	94.88%
Derby	12.95%	0.50%	12.37%	0.46%	0.04%	75.16%
East Hampton	2.72%	-9.73%	2.02%	-9.89%	0.16%	63.83%
East Hartford	26.67%	14.22%	22.91%	11.00%	3.22%	43.94%
East Haven	14.79%	2.34%	8.43%	-3.48%	5.82%	67.18%
East Windsor	6.94%	-5.51%	4.34%	-7.57%	2.05%	76.92%
Easton	8.78%	-3.67%	2.56%	-9.35%	5.68%	94.70%
Enfield	7.28%	-5.17%	4.00%	-7.91%	2.75%	48.19%
Fairfield	14.08%	1.63%	4.51%	-7.40%	9.03%	91.61%
Farmington	8.30%	-4.15%	3.20%	-8.71%	4.55%	91.85%
Glastonbury	8.13%	-4.32%	3.60%	-8.31%	3.99%	74.67%
Granby	2.65%	-9.80%	1.39%	-10.52%	0.72%	90.91%
Greenwich	18.52%	6.07%	9.15%	-2.76%	8.83%	79.62%
Groton City**	13.27%	0.82%	11.80%	-0.11%	0.93%	55.04%
Groton Long Point**	3.54%	-8.91%	0.00%	-11.91%	3.00%	100.00%
Groton Town	8.74%	-3.71%	7.40%	-4.51%	0.80%	65.79%
Guilford	3.49%	-8.96%	2.90%	-9.01%	0.05%	66.28%
Hamden	8.75%	-3.70%	7.58%	-4.33%	0.63%	65.61%
Hartford	27.60%	15.15%	41.02%	29.11%	-13.96%	26.20%
Madison	4.09%	-8.36%	1.73%	-10.18%	1.82%	87.70%
Manchester	15.01%	2.56%	9.89%	-2.02%	4.58%	53.77%
Meriden	32.33%	19.88%	24.86%	12.95%	6.93%	18.56%
Middlebury	5.98%	-6.47%	2.22%	-9.69%	3.21%	93.33%
Middletown	9.34%	-3.11%	6.77%	-5.14%	2.03%	42.57%
Milford	10.07%	-2.38%	4.45%	-7.46%	5.09%	79.21%
Monroe	6.67%	-5.78%	4.30%	-7.61%	1.83%	85.98%
Naugatuck	11.15%	-1.30%	7.77%	-4.14%	2.84%	53.61%
New Britain	41.75%	29.30%	31.75%	19.84%	9.45%	18.20%
New Canaan	9.93%	-2.52%	2.69%	-9.22%	6.70%	91.95%
New Haven	21.63%	9.18%	24.79%	12.88%	-3.70%	27.78%
New London	21.06%	8.61%	25.08%	13.17%	-4.56%	29.32%
New Milford	8.94%	-3.51%	5.46%	-6.45%	2.94%	60.94%
Newington	21.04%	8.59%	6.39%	-5.52%	14.11%	85.51%
Newtown	5.84%	-6.61%	2.86%	-9.05%	2.43%	86.48%
North Branford	3.96%	-8.49%	2.31%	-9.60%	1.11%	84.56%
North Haven	9.26%	-3.19%	3.26%	-8.65%	5.46%	93.31%
Norwalk	21.02%	8.57%	22.67%	10.76%	-2.19%	41.76%
Norwich	14.17%	1.72%	10.59%	-1.32%	3.03%	40.41%
Old Saybrook	5.26%	-7.19%	2.93%	-8.98%	1.80%	78.41%
Orange	12.53%	0.08%	2.54%	-9.37%	9.45%	97.35%
Plainfield	3.68%	-8.77%	3.33%	-8.58%	-0.19%	65.12%
Plainville	11.70%	-0.75%	5.18%	-6.73%	5.98%	79.04%
Plymouth	5.63%	-6.82%	2.47%	-9.44%	2.62%	92.23%
Portland	3.54%	-8.91%	2.75%	-9.16%	0.24%	78.95%
Putnam	1.33%	-11.12%	2.20%	-9.71%	-1.41%	50.85%

* The demographics for the host town were used as a proxy benchmark and should be viewed with caution.
**Census populations within the political sub-division are used as the basis for the benchmark.

Table III.B.2: Statewide Average Comparisons for Black Drivers (Sorted Alphabetically)
2013-2016

Department Name	Hispanic Stops	Difference Between Town and State Average	Hispanic Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences	Non-Resident Hispanic Stops
Redding	8.98%	-3.47%	2.37%	-9.54%	6.07%	96.23%
Ridgefield	10.48%	-1.97%	3.46%	-8.45%	6.48%	93.21%
Rocky Hill	7.78%	-4.67%	4.65%	-7.26%	2.59%	81.06%
Seymour	6.00%	-6.45%	5.53%	-6.38%	-0.07%	72.35%
Shelton	7.59%	-4.86%	5.17%	-6.74%	1.88%	61.90%
Simsbury	3.13%	-9.32%	2.61%	-9.30%	-0.02%	71.87%
South Windsor	9.98%	-2.47%	3.62%	-8.29%	5.82%	84.31%
Southington	5.60%	-6.85%	2.80%	-9.11%	2.26%	76.93%
Stamford	20.23%	7.78%	22.87%	10.96%	-3.19%	29.21%
Stonington	2.92%	-9.53%	1.91%	-10.00%	0.47%	80.82%
Stratford	18.47%	6.02%	11.92%	0.01%	6.01%	66.06%
Suffield	4.65%	-7.80%	2.20%	-9.71%	1.91%	92.52%
Thomaston	4.11%	-8.34%	2.09%	-9.82%	1.48%	92.22%
Torrington	7.65%	-4.80%	6.92%	-4.99%	0.20%	28.51%
Trumbull	15.25%	2.80%	5.06%	-6.85%	9.65%	92.79%
Vernon	8.88%	-3.57%	5.21%	-6.70%	3.13%	55.87%
Wallingford	12.47%	0.02%	6.71%	-5.20%	5.22%	71.65%
Waterbury	28.50%	16.05%	27.54%	15.63%	0.42%	16.31%
Waterford	11.65%	-0.80%	4.07%	-7.84%	7.04%	89.66%
Watertown	6.96%	-5.49%	2.99%	-8.92%	3.43%	88.82%
West Hartford	17.84%	5.39%	8.78%	-3.13%	8.51%	85.78%
West Haven	19.55%	7.10%	15.96%	4.05%	3.05%	48.50%
Weston	4.99%	-7.46%	3.06%	-8.85%	1.39%	90.48%
Westport	8.58%	-3.87%	3.19%	-8.72%	4.85%	95.28%
Wethersfield	28.90%	16.45%	7.10%	-4.81%	21.26%	86.64%
Willimantic	26.56%	14.11%	28.88%	16.97%	-2.86%	19.56%
Wilton	13.26%	0.81%	2.74%	-9.17%	9.98%	94.61%
Windsor	10.23%	-2.22%	7.33%	-4.58%	2.36%	72.73%
Windsor Locks	7.56%	-4.89%	3.46%	-8.45%	3.56%	80.62%
Winsted	4.21%	-8.24%	4.28%	-7.63%	-0.61%	52.38%
Wolcott	10.82%	-1.63%	2.83%	-9.08%	7.44%	84.43%
Woodbridge	8.26%	-4.19%	2.68%	-9.23%	5.04%	94.86%

* The demographics for the host town were used as a proxy benchmark and should be viewed with caution.
**Census populations within the political sub-division are used as the basis for the benchmark.

Table III.B.3: Statewide Average Comparisons for Minority Drivers (Sorted Alphabetically)
2013-2016

Department Name	Minority Stops	Difference Between Town and State Average	Minority Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences	Non-Resident Minority Stops
Ansonia	29.75%	0.67%	25.62%	0.39%	0.27%	59.15%
Avon	16.62%	-12.46%	9.82%	-15.41%	2.96%	84.13%
Berlin	24.44%	-4.64%	5.76%	-19.47%	14.83%	92.78%
Bethel	19.86%	-9.22%	13.49%	-11.74%	2.52%	77.12%
Bloomfield	62.81%	33.73%	61.51%	36.28%	-2.55%	57.86%
Branford	12.24%	-16.84%	8.49%	-16.74%	-0.09%	78.07%
Bridgeport	68.29%	39.21%	73.25%	48.02%	-8.81%	16.57%
Bristol	23.55%	-5.53%	12.71%	-12.52%	7.00%	51.61%
Brookfield	14.89%	-14.19%	8.11%	-17.12%	2.93%	81.23%
Canton	8.00%	-21.08%	3.25%	-21.98%	0.90%	89.32%
Cheshire	17.37%	-11.71%	8.62%	-16.61%	4.89%	60.64%
Clinton	12.62%	-16.46%	6.12%	-19.11%	2.65%	44.43%
Coventry	10.28%	-18.80%	3.79%	-21.44%	2.63%	85.27%
Cromwell	19.58%	-9.50%	10.57%	-14.66%	5.16%	61.80%
Danbury	36.31%	7.23%	38.64%	13.41%	-6.17%	62.87%
Darien	30.55%	1.47%	7.17%	-18.06%	19.53%	94.40%
Derby	28.76%	-0.32%	20.56%	-4.67%	4.35%	80.18%
East Hampton	7.11%	-21.97%	4.60%	-20.63%	-1.34%	65.04%
East Hartford	65.91%	36.83%	51.63%	26.40%	10.44%	45.48%
East Haven	24.32%	-4.76%	13.98%	-11.25%	6.49%	70.58%
East Windsor	22.21%	-6.87%	14.58%	-10.65%	3.78%	79.28%
Easton	14.07%	-15.01%	5.56%	-19.67%	4.66%	93.80%
Enfield	18.38%	-10.70%	8.65%	-16.58%	5.88%	45.88%
Fairfield	30.01%	0.93%	10.00%	-15.23%	16.16%	92.06%
Farmington	21.11%	-7.97%	12.59%	-12.64%	4.67%	87.67%
Glastonbury	20.36%	-8.72%	11.81%	-13.42%	4.71%	70.51%
Granby	8.18%	-20.90%	3.19%	-22.04%	1.14%	86.03%
Greenwich	29.59%	0.51%	17.95%	-7.28%	7.79%	78.74%
Groton City**	31.74%	2.66%	26.90%	1.67%	0.99%	58.41%
Groton Long Point**	7.07%	-22.01%	0.00%	-25.2300%	3.22%	100.00%
Groton Town	23.98%	-5.10%	20.39%	-4.84%	-0.26%	63.83%
Guilford	8.00%	-21.08%	5.67%	-19.56%	-1.52%	61.38%
Hamden	43.89%	14.81%	30.92%	5.69%	9.13%	56.72%
Hartford	67.23%	38.15%	80.76%	55.53%	-17.37%	31.63%
Madison	8.16%	-20.92%	4.26%	-20.97%	0.06%	82.23%
Manchester	41.97%	12.89%	27.95%	2.72%	10.17%	53.55%
Meriden	48.61%	19.53%	34.86%	9.63%	9.90%	23.56%
Middlebury	10.56%	-18.52%	5.58%	-19.65%	1.13%	88.68%
Middletown	31.02%	1.94%	23.49%	-1.74%	3.68%	35.79%
Milford	25.05%	-4.03%	11.62%	-13.61%	9.57%	80.33%
Monroe	13.87%	-15.21%	7.56%	-17.67%	2.46%	84.94%
Naugatuck	22.43%	-6.65%	15.18%	-10.05%	3.40%	55.72%
New Britain	60.80%	31.72%	45.00%	19.77%	11.95%	22.19%
New Canaan	19.02%	-10.06%	7.15%	-18.08%	8.01%	86.29%
New Haven	64.99%	35.91%	62.82%	37.59%	-1.68%	29.53%
New London	40.03%	10.95%	43.57%	18.34%	-7.39%	34.84%
New Milford	14.83%	-14.25%	9.69%	-15.54%	1.29%	59.48%
Newington	38.23%	9.15%	14.51%	-10.72%	19.87%	84.38%
Newtown	13.29%	-15.79%	5.76%	-19.47%	3.68%	87.02%
North Branford	9.12%	-19.96%	5.02%	-20.21%	0.25%	82.43%
North Haven	23.05%	-6.03%	10.51%	-14.72%	8.68%	90.54%
Norwalk	43.92%	14.84%	40.80%	15.57%	-0.73%	44.81%
Norwich	38.29%	9.21%	29.09%	3.86%	5.35%	38.84%
Old Saybrook	10.20%	-18.88%	5.15%	-20.08%	1.20%	75.60%
Orange	33.73%	4.65%	10.75%	-14.48%	19.13%	96.13%
Plainfield	6.97%	-22.11%	5.32%	-19.91%	-2.19%	60.43%
Plainville	21.23%	-7.85%	10.00%	-15.23%	7.38%	77.54%
Plymouth	11.36%	-17.72%	2.47%	-22.76%	5.03%	90.43%

* The demographics for the host town were used as a proxy benchmark and should be viewed with caution.
**Census populations within the political sub-division are used as the basis for the benchmark.

Table III.B.3: Statewide Average Comparisons for Minority Drivers (Sorted Alphabetically)
2013-2016

Department Name	Minority Stops	Difference Between Town and State Average	Minority Residents Age 16+	Difference Between Town and State Average	Difference Between Net Differences	Non-Resident Minority Stops
Portland	9.31%	-19.77%	4.63%	-20.60%	0.84%	72.00%
Putnam	4.67%	-24.41%	3.37%	-21.86%	-2.55%	55.77%
Redding	14.44%	-14.64%	4.37%	-20.86%	6.22%	93.93%
Ridgefield	17.57%	-11.51%	7.29%	-17.94%	6.43%	88.72%
Rocky Hill	20.93%	-8.15%	17.20%	-8.03%	-0.11%	74.52%
Seymour	13.58%	-15.50%	9.77%	-15.46%	-0.03%	75.64%
Shelton	15.80%	-13.28%	10.83%	-14.40%	1.12%	66.01%
Simsbury	10.52%	-18.56%	7.65%	-17.58%	-0.98%	69.15%
South Windsor	29.54%	0.46%	14.60%	-10.63%	11.09%	79.99%
Southington	9.76%	-19.32%	6.17%	-19.06%	-0.26%	75.82%
Stamford	41.03%	11.95%	43.86%	18.63%	-6.67%	30.51%
Stonington	7.92%	-21.16%	4.35%	-20.88%	-0.28%	75.63%
Stratford	50.90%	21.82%	27.20%	1.97%	19.85%	63.30%
Suffield	10.21%	-18.87%	4.91%	-20.32%	1.45%	90.09%
Thomaston	7.58%	-21.50%	2.09%	-23.14%	1.64%	92.17%
Torrington	13.84%	-15.24%	11.02%	-14.21%	-1.03%	33.02%
Trumbull	36.80%	7.72%	11.91%	-13.32%	21.04%	91.44%
Vernon	25.40%	-3.68%	14.05%	-11.18%	7.50%	59.17%
Wallingford	22.75%	-6.33%	11.14%	-14.09%	7.76%	76.42%
Waterbury	58.24%	29.16%	48.10%	22.87%	6.29%	16.38%
Waterford	25.42%	-3.66%	9.85%	-15.38%	11.72%	88.45%
Watertown	15.37%	-13.71%	5.82%	-19.41%	5.70%	86.32%
West Hartford	37.36%	8.28%	21.79%	-3.44%	11.73%	84.71%
West Haven	46.88%	17.80%	37.60%	12.37%	5.43%	50.90%
Weston	10.54%	-18.54%	7.26%	-17.97%	-0.58%	84.96%
Westport	20.47%	-8.61%	8.28%	-16.95%	8.34%	93.07%
Wethersfield	49.11%	20.03%	12.47%	-12.76%	32.79%	87.17%
Willimantic	34.74%	5.66%	34.55%	9.32%	-3.66%	28.08%
Wilton	25.33%	-3.75%	8.09%	-17.14%	13.39%	93.44%
Windsor	56.22%	27.14%	43.92%	18.69%	8.45%	60.93%
Windsor Locks	24.06%	-5.02%	12.73%	-12.50%	7.48%	79.84%
Winsted	8.62%	-20.46%	6.12%	-19.11%	-1.35%	54.07%
Wolcott	19.30%	-9.78%	5.43%	-19.80%	10.02%	84.90%
Woodbridge	31.00%	1.92%	12.82%	-12.41%	14.32%	94.63%

* The demographics for the host town were used as a proxy benchmark and should be viewed with caution.
**Census populations within the political sub-division are used as the basis for the benchmark.

Table III.B.4/III.B.5 a: Ratio of Minority EDP to Minority Stops (Sorted Alphabetically) 2013-2016

Department Name	Number of Stops	% Minority Stops	% Minority EDP	Absolute Difference	Ratio
Ansonia	5,489	26.47%	25.07%	1.40%	1.06
Avon	787	16.01%	13.28%	2.73%	1.21
Berlin	6,396	21.58%	12.89%	8.68%	1.67
Bethel	3,406	20.35%	16.54%	3.81%	1.23
Bloomfield	4,921	52.23%	42.68%	9.55%	1.22
Branford	5,295	11.77%	13.12%	-1.35%	0.90
Bridgeport	4,876	66.63%	61.82%	4.82%	1.08
Bristol	5,268	19.87%	14.21%	5.66%	1.40
Brookfield	2,306	12.62%	10.32%	2.30%	1.22
Canton	1,463	4.37%	6.89%	-2.51%	0.64
Cheshire	6,273	15.57%	14.48%	1.10%	1.08
Clinton	1,907	9.54%	8.39%	1.15%	1.14
Coventry	1,284	7.40%	5.04%	2.36%	1.47
Cromwell	1,386	16.31%	15.68%	0.63%	1.04
Danbury	5,472	33.11%	31.97%	1.14%	1.04
Darien	3,631	31.20%	15.92%	15.29%	1.96
Derby	2,690	26.21%	21.13%	5.08%	1.24
East Hampton	640	3.75%	5.82%	-2.07%	0.64
East Hartford	10,239	64.38%	40.04%	24.34%	1.61
East Haven	2,250	20.36%	16.55%	3.80%	1.23
East Windsor	1,065	18.59%	19.16%	-0.57%	0.97
Easton	611	13.58%	7.50%	6.08%	1.81
Enfield	4,071	15.48%	12.63%	2.85%	1.23
Fairfield	9,276	29.98%	17.52%	12.46%	1.71
Farmington	4,332	17.57%	18.84%	-1.27%	0.93
Glastonbury	5,255	16.31%	15.97%	0.34%	1.02
Granby	1,197	6.60%	6.32%	0.28%	1.04
Greenwich	6,728	27.97%	24.64%	3.33%	1.14
Groton City	1,521	23.93%	18.40%	5.53%	1.30
Groton Long Point	80	3.75%	18.40%	-14.65%	0.20
Groton Town	3,839	19.80%	18.40%	1.40%	1.08
Guilford	3,431	6.79%	8.31%	-1.51%	0.82
Hamden	5,482	39.69%	29.50%	10.20%	1.35
Hartford	7,798	61.61%	50.07%	11.54%	1.23
Madison	3,382	7.51%	6.47%	1.04%	1.16
Manchester	6,903	37.03%	26.68%	10.35%	1.39
Meriden	2,789	43.89%	31.44%	12.44%	1.40
Middlebury	208	11.54%	11.37%	0.17%	1.01
Middletown	2,205	26.89%	21.86%	5.03%	1.23
Milford	2,937	19.75%	17.96%	1.79%	1.10
Monroe	4,965	13.35%	11.55%	1.80%	1.16
Naugatuck	4,908	20.13%	16.91%	3.22%	1.19
New Britain	6,468	58.15%	38.88%	19.26%	1.50
New Canaan	6,348	19.03%	13.79%	5.24%	1.38
New Haven	15,368	60.36%	46.32%	14.04%	1.30
New London	2,350	34.81%	33.74%	1.07%	1.03
New Milford	4,182	14.54%	11.29%	3.25%	1.29

Table III.B.4/III.B.5 a: Ratio of Minority EDP to Minority Stops (Sorted Alphabetically)
2013-2016

Department Name	Number of Stops	% Minority Stops	% Minority EDP	Absolute Difference	Ratio
Newington	4,354	31.92%	18.98%	12.94%	1.68
Newtown	9,738	11.39%	9.47%	1.92%	1.20
North Branford	1,255	6.85%	8.80%	-1.94%	0.78
North Haven	2,828	20.90%	17.55%	3.35%	1.19
Norwalk	5,845	36.29%	36.92%	-0.64%	0.98
Norwich	5,786	35.10%	24.65%	10.45%	1.42
Old Saybrook	2,432	8.02%	8.50%	-0.48%	0.94
Orange	4,234	29.97%	19.51%	10.46%	1.54
Plainfield	823	6.32%	6.73%	-0.41%	0.94
Plainville	3,561	18.28%	14.26%	4.03%	1.28
Plymouth	1,889	8.79%	4.60%	4.19%	1.91
Portland	115	7.83%	6.98%	0.84%	1.12
Putnam	1,094	4.30%	6.13%	-1.84%	0.70
Redding	2,587	15.04%	7.55%	7.49%	1.99
Ridgefield	8,968	17.34%	13.11%	4.23%	1.32
Rocky Hill	3,549	18.32%	19.57%	-1.25%	0.94
Seymour	3,241	10.61%	12.42%	-1.80%	0.85
Shelton	559	11.99%	17.23%	-5.25%	0.70
Simsbury	4,331	9.35%	11.34%	-1.99%	0.82
South Windsor	3,456	25.87%	17.94%	7.93%	1.44
Southington	5,259	7.40%	10.23%	-2.83%	0.72
Stamford	10,464	38.07%	38.83%	-0.76%	0.98
Stonington	1,966	6.56%	7.36%	-0.80%	0.89
Stratford	1,573	45.90%	27.87%	18.03%	1.65
Suffield	984	7.22%	8.65%	-1.43%	0.83
Thomaston	639	7.51%	6.38%	1.13%	1.18
Torrington	4,506	12.67%	12.18%	0.49%	1.04
Trumbull	2,866	35.31%	18.23%	17.08%	1.94
Vernon	2,754	18.16%	15.43%	2.72%	1.18
Wallingford	7,825	20.60%	15.64%	4.96%	1.32
Waterbury	2,462	51.02%	40.14%	10.88%	1.27
Waterford	3,329	20.43%	13.89%	6.53%	1.47
Watertown	2,041	15.04%	10.59%	4.45%	1.42
West Hartford	8,882	34.97%	24.14%	10.83%	1.45
West Haven	3,289	44.18%	35.60%	8.58%	1.24
Weston	448	12.28%	9.46%	2.82%	1.30
Westport	6,873	19.74%	18.06%	1.68%	1.09
Wethersfield	3,622	44.73%	16.60%	28.12%	2.69
Willimantic	1,889	34.25%	29.32%	4.93%	1.17
Wilton	4,087	22.12%	17.39%	4.73%	1.27
Winchester	677	7.39%	7.02%	0.36%	1.05
Windsor	5,462	47.71%	33.16%	14.55%	1.44
Windsor Locks	2,353	22.52%	18.76%	3.76%	1.20
Wolcott	662	16.62%	8.18%	8.44%	2.03
Woodbridge	2,175	27.86%	17.31%	10.56%	1.61

Table III.B.4/III.B.5 b: Ratio of Black EDP to Black Stops (Sorted Alphabetically)
2013-2016

Department Name	Number of Stops	% Black Stops	% Black EDP	Absolute Difference	Ratio
Ansonia	5,489	13.14%	9.48%	3.65%	1.39
Avon	787	7.62%	3.47%	4.15%	2.19
Berlin	6,396	7.97%	3.48%	4.50%	2.29
Bethel	3,406	6.34%	2.94%	3.41%	2.16
Bloomfield	4,921	43.04%	31.15%	11.89%	1.38
Branford	5,295	4.36%	4.07%	0.29%	1.07
Bridgeport	4,876	35.62%	26.46%	9.17%	1.35
Bristol	5,268	7.16%	3.93%	3.23%	1.82
Brookfield	2,306	3.17%	2.02%	1.15%	1.57
Canton	1,463	1.78%	1.50%	0.28%	1.19
Cheshire	6,273	7.59%	3.94%	3.64%	1.92
Clinton	1,907	1.94%	1.19%	0.75%	1.63
Coventry	1,284	2.49%	1.20%	1.29%	2.08
Cromwell	1,386	10.32%	5.63%	4.69%	1.83
Danbury	5,472	7.31%	6.12%	1.19%	1.19
Darien	3,631	11.54%	3.57%	7.97%	3.23
Derby	2,690	13.23%	6.72%	6.52%	1.97
East Hampton	640	1.25%	1.54%	-0.29%	0.81
East Hartford	10,239	36.62%	16.95%	19.67%	2.16
East Haven	2,250	7.07%	4.19%	2.87%	1.69
East Windsor	1,065	10.99%	7.92%	3.06%	1.39
Easton	611	3.76%	0.88%	2.89%	4.29
Enfield	4,071	7.34%	4.14%	3.20%	1.77
Fairfield	9,276	14.27%	5.27%	9.00%	2.71
Farmington	4,332	6.23%	5.85%	0.38%	1.07
Glastonbury	5,255	5.80%	4.34%	1.46%	1.34
Granby	1,197	3.34%	2.23%	1.11%	1.50
Greenwich	6,728	6.17%	5.62%	0.55%	1.10
Groton City	1,521	9.34%	5.47%	3.87%	1.71
Groton Long Point	80	3.75%	5.47%	-1.72%	0.69
Groton Town	3,839	10.26%	5.47%	4.79%	1.88
Guilford	3,431	1.54%	1.92%	-0.37%	0.81
Hamden	5,482	28.73%	16.09%	12.64%	1.79
Hartford	7,798	35.25%	21.57%	13.69%	1.63
Madison	3,382	2.13%	1.39%	0.74%	1.53
Manchester	6,903	20.56%	9.92%	10.64%	2.07
Meriden	2,789	12.73%	7.75%	4.98%	1.64
Middlebury	208	2.40%	2.63%	-0.22%	0.92
Middletown	2,205	16.64%	9.71%	6.93%	1.71
Milford	2,937	9.40%	5.61%	3.79%	1.68
Monroe	4,965	5.46%	3.04%	2.42%	1.80
Naugatuck	4,908	8.54%	4.91%	3.62%	1.74
New Britain	6,468	15.97%	9.97%	6.00%	1.60
New Canaan	6,348	5.32%	3.46%	1.86%	1.54
New Haven	15,368	37.47%	22.60%	14.88%	1.66
New London	2,350	13.11%	11.43%	1.67%	1.15
New Milford	4,182	3.30%	2.29%	1.01%	1.44

Table III.B.4/III.B.5 b: Ratio of Black EDP to Black Stops (Sorted Alphabetically)
2013-2016

Department Name	Number of Stops	% Black Stops	% Black EDP	Absolute Difference	Ratio
Newington	4,354	11.14%	5.53%	5.61%	2.02
Newtown	9,738	4.32%	1.98%	2.34%	2.18
North Branford	1,255	2.63%	2.86%	-0.23%	0.92
North Haven	2,828	11.21%	6.29%	4.92%	1.78
Norwalk	5,845	17.25%	12.02%	5.23%	1.43
Norwich	5,786	18.53%	7.52%	11.01%	2.46
Old Saybrook	2,432	2.38%	1.57%	0.81%	1.51
Orange	4,234	15.40%	6.26%	9.14%	2.46
Plainfield	823	2.07%	1.51%	0.55%	1.36
Plainville	3,561	6.82%	4.26%	2.56%	1.60
Plymouth	1,889	3.81%	0.79%	3.02%	4.82
Portland	115	5.22%	2.67%	2.55%	1.95
Putnam	1,094	2.01%	1.82%	0.19%	1.10
Redding	2,587	4.02%	1.13%	2.89%	3.55
Ridgefield	8,968	3.52%	2.68%	0.85%	1.32
Rocky Hill	3,549	8.23%	5.80%	2.43%	1.42
Seymour	3,241	4.26%	3.45%	0.81%	1.23
Shelton	559	4.47%	5.25%	-0.78%	0.85
Simsbury	4,331	4.53%	3.40%	1.13%	1.33
South Windsor	3,456	13.40%	5.76%	7.64%	2.33
Southington	5,259	2.49%	2.81%	-0.32%	0.89
Stamford	10,464	14.37%	11.73%	2.64%	1.23
Stonington	1,966	2.59%	1.81%	0.78%	1.43
Stratford	1,573	25.05%	12.10%	12.94%	2.07
Suffield	984	3.76%	2.89%	0.87%	1.30
Thomaston	639	2.97%	1.58%	1.39%	1.88
Torrington	4,506	4.57%	2.91%	1.66%	1.57
Trumbull	2,866	16.78%	5.87%	10.91%	2.86
Vernon	2,754	10.20%	5.30%	4.90%	1.92
Wallingford	7,825	7.78%	3.78%	4.00%	2.06
Waterbury	2,462	24.70%	14.34%	10.36%	1.72
Waterford	3,329	8.80%	3.90%	4.90%	2.26
Watertown	2,041	7.01%	3.04%	3.97%	2.31
West Hartford	8,882	13.74%	7.64%	6.09%	1.80
West Haven	3,289	23.56%	16.40%	7.16%	1.44
Weston	448	6.70%	2.07%	4.62%	3.23
Westport	6,873	8.98%	5.31%	3.67%	1.69
Wethersfield	3,622	16.68%	4.91%	11.77%	3.40
Willimantic	1,889	5.08%	4.22%	0.86%	1.20
Wilton	4,087	6.61%	4.66%	1.95%	1.42
Winchester	677	3.10%	1.42%	1.68%	2.18
Windsor	5,462	35.54%	20.06%	15.48%	1.77
Windsor Locks	2,353	12.75%	7.15%	5.60%	1.78
Wolcott	662	6.65%	2.53%	4.11%	2.63
Woodbridge	2,175	17.66%	4.77%	12.88%	3.70

Table III.B.4/III.B.5 c: Ratio of Hispanic EDP to Hispanic Stops (Sorted Alphabetically)
2013-2016

Department Name	Number of Stops	% Hispanic Stops	% Hispanic EDP	Absolute Difference	Ratio
Ansonia	5,489	12.52%	13.48%	-0.97%	0.93
Avon	787	6.10%	4.89%	1.21%	1.25
Berlin	6,396	11.66%	6.57%	5.10%	1.78
Bethel	3,406	11.60%	8.53%	3.07%	1.36
Bloomfield	4,921	6.87%	8.53%	-1.66%	0.81
Branford	5,295	7.08%	5.65%	1.44%	1.25
Bridgeport	4,876	29.16%	30.39%	-1.23%	0.96
Bristol	5,268	11.58%	8.08%	3.50%	1.43
Brookfield	2,306	7.42%	4.98%	2.43%	1.49
Canton	1,463	1.91%	3.57%	-1.66%	0.54
Cheshire	6,273	6.38%	6.24%	0.13%	1.02
Clinton	1,907	6.24%	5.17%	1.07%	1.21
Coventry	1,284	4.13%	2.76%	1.37%	1.50
Cromwell	1,386	3.68%	6.77%	-3.09%	0.54
Danbury	5,472	23.87%	18.59%	5.28%	1.28
Darien	3,631	17.21%	7.99%	9.22%	2.15
Derby	2,690	12.30%	11.84%	0.47%	1.04
East Hampton	640	1.56%	2.62%	-1.06%	0.60
East Hartford	10,239	26.14%	17.77%	8.36%	1.47
East Haven	2,250	12.27%	9.11%	3.16%	1.35
East Windsor	1,065	6.67%	7.25%	-0.58%	0.92
Easton	611	8.84%	3.49%	5.34%	2.53
Enfield	4,071	6.34%	6.04%	0.30%	1.05
Fairfield	9,276	13.91%	8.24%	5.66%	1.69
Farmington	4,332	7.16%	8.02%	-0.86%	0.89
Glastonbury	5,255	6.66%	6.09%	0.57%	1.09
Granby	1,197	2.76%	2.76%	-0.01%	1.00
Greenwich	6,728	18.52%	12.44%	6.08%	1.49
Groton City	1,521	10.32%	7.26%	3.06%	1.42
Groton Long Point	80	0.00%	7.26%	-7.26%	0.00
Groton Town	3,839	7.66%	7.26%	0.40%	1.06
Guilford	3,431	3.00%	4.05%	-1.04%	0.74
Hamden	5,482	9.54%	8.62%	0.92%	1.11
Hartford	7,798	25.38%	24.41%	0.97%	1.04
Madison	3,382	4.05%	2.84%	1.21%	1.42
Manchester	6,903	13.27%	10.23%	3.04%	1.30
Meriden	2,789	30.19%	21.13%	9.06%	1.43
Middlebury	208	7.21%	5.55%	1.66%	1.30
Middletown	2,205	9.02%	7.76%	1.26%	1.16
Milford	2,937	7.73%	7.70%	0.03%	1.00
Monroe	4,965	6.73%	6.07%	0.66%	1.11
Naugatuck	4,908	10.55%	8.77%	1.79%	1.20
New Britain	6,468	40.83%	26.03%	14.80%	1.57
New Canaan	6,348	10.87%	6.37%	4.50%	1.71
New Haven	15,368	21.49%	18.60%	2.89%	1.16
New London	2,350	20.30%	18.58%	1.71%	1.09
New Milford	4,182	9.49%	6.23%	3.26%	1.52

Table III.B.4/III.B.5 c: Ratio of Hispanic EDP to Hispanic Stops (Sorted Alphabetically)
2013-2016

Department Name	Number of Stops	% Hispanic Stops	% Hispanic EDP	Absolute Difference	Ratio
Newington	4,354	17.71%	8.90%	8.81%	1.99
Newtown	9,738	5.25%	4.82%	0.42%	1.09
North Branford	1,255	3.67%	4.02%	-0.36%	0.91
North Haven	2,828	8.24%	7.14%	1.10%	1.15
Norwalk	5,845	17.60%	19.88%	-2.27%	0.89
Norwich	5,786	12.63%	9.48%	3.15%	1.33
Old Saybrook	2,432	4.32%	4.41%	-0.09%	0.98
Orange	4,234	11.76%	7.68%	4.08%	1.53
Plainfield	823	4.25%	3.84%	0.41%	1.11
Plainville	3,561	10.33%	7.43%	2.90%	1.39
Plymouth	1,889	4.45%	3.45%	1.00%	1.29
Portland	115	2.61%	3.68%	-1.07%	0.71
Putnam	1,094	1.37%	3.44%	-2.07%	0.40
Redding	2,587	9.39%	3.99%	5.40%	2.36
Ridgefield	8,968	10.87%	6.68%	4.19%	1.63
Rocky Hill	3,549	6.90%	7.43%	-0.53%	0.93
Seymour	3,241	5.40%	6.72%	-1.32%	0.80
Shelton	559	5.90%	8.28%	-2.37%	0.71
Simsbury	4,331	3.23%	4.41%	-1.17%	0.73
South Windsor	3,456	9.20%	6.07%	3.13%	1.52
Southington	5,259	4.37%	5.10%	-0.73%	0.86
Stamford	10,464	19.56%	19.99%	-0.42%	0.98
Stonington	1,966	2.80%	3.34%	-0.55%	0.84
Stratford	1,573	19.33%	12.66%	6.66%	1.53
Suffield	984	2.34%	4.01%	-1.67%	0.58
Thomaston	639	3.91%	4.19%	-0.28%	0.93
Torrington	4,506	7.06%	7.16%	-0.10%	0.99
Trumbull	2,866	16.36%	8.33%	8.04%	1.97
Vernon	2,754	6.94%	6.01%	0.92%	1.15
Wallingford	7,825	11.44%	8.64%	2.80%	1.32
Waterbury	2,462	25.71%	22.66%	3.05%	1.13
Waterford	3,329	9.76%	6.22%	3.55%	1.57
Watertown	2,041	7.30%	5.62%	1.68%	1.30
West Hartford	8,882	16.70%	10.28%	6.42%	1.62
West Haven	3,289	19.40%	15.19%	4.21%	1.28
Weston	448	4.46%	4.23%	0.23%	1.05
Westport	6,873	8.76%	8.37%	0.39%	1.05
Wethersfield	3,622	26.53%	8.66%	17.87%	3.06
Willimantic	1,889	28.32%	23.08%	5.24%	1.23
Wilton	4,087	12.04%	8.10%	3.94%	1.49
Winchester	677	3.69%	4.56%	-0.87%	0.81
Windsor	5,462	9.43%	9.07%	0.36%	1.04
Windsor Locks	2,353	6.93%	7.28%	-0.35%	0.95
Wolcott	662	9.37%	4.34%	5.03%	2.16
Woodbridge	2,175	7.54%	5.54%	2.00%	1.36

Table III.B.6/III.B.7a: Ratio of Minority Resident Population to Minority Resident Stops (Sorted Alphabetically)
2013-2016

Department Name	Number of Residents	Minority Residents	Resident Stops	Minority Resident Stops	Difference	Ratio
Ansonia	14,979	25.62%	5,611	31.55%	5.92%	1.23
Avon	13,855	9.82%	838	9.55%	-0.27%	0.97
Berlin	16,083	5.76%	4,313	7.23%	1.47%	1.26
Bethel	14,675	13.49%	3,441	12.96%	-0.53%	0.96
Bloomfield	16,982	61.51%	4,595	80.76%	19.25%	1.31
Branford	23,532	8.49%	6,307	6.96%	-1.53%	0.82
Bridgeport	109,401	73.25%	10,382	73.74%	0.49%	1.01
Bristol	48,439	12.71%	7,595	23.98%	11.27%	1.89
Brookfield	12,847	8.11%	2,510	8.41%	0.30%	1.04
Canton	7,992	3.25%	1,039	3.75%	0.50%	1.15
Cheshire	21,049	8.62%	7,773	13.80%	5.18%	1.60
Clinton	10,540	6.12%	4,746	11.36%	5.24%	1.86
Coventry	9,779	3.79%	1,945	3.86%	0.06%	1.02
Cromwell	11,357	10.57%	2,932	14.90%	4.34%	1.41
Danbury	64,361	38.64%	4,831	48.56%	9.92%	1.26
Darien	14,004	7.17%	2,122	7.54%	0.37%	1.05
Derby	10,391	20.56%	1,560	34.87%	14.32%	1.70
East Hampton	10,255	4.60%	918	4.68%	0.08%	1.02
East Hartford	40,229	51.63%	11,572	73.44%	21.82%	1.42
East Haven	24,114	13.98%	3,536	16.71%	2.73%	1.20
East Windsor	9,164	14.58%	829	16.65%	2.07%	1.14
Easton	5,553	5.56%	430	3.49%	-2.08%	0.63
Enfield	33,218	8.65%	13,065	15.88%	7.23%	1.84
Fairfield	45,567	10.00%	4,972	10.14%	0.14%	1.01
Farmington	20,318	12.59%	2,252	17.27%	4.68%	1.37
Glastonbury	26,217	11.81%	6,212	14.21%	2.41%	1.20
Granby	8,716	3.19%	1,213	3.13%	-0.06%	0.98
Greenwich	46,370	17.95%	7,310	18.19%	0.24%	1.01
Groton City*	7,960	26.90%	2,243	36.51%	9.61%	1.36
Groton Long Point*	2,030	0.00%	78	0.00%	0.00%	0
Groton Town	31,520	20.39%	6,363	22.60%	2.21%	1.11
Guilford	17,672	5.67%	5,384	5.70%	0.03%	1.01
Hamden	50,012	30.92%	6,036	44.25%	13.33%	1.43
Hartford	93,669	80.76%	10,488	81.72%	0.97%	1.01
Madison	14,073	4.26%	4,370	3.50%	-0.76%	0.82
Manchester	46,667	27.95%	9,787	41.76%	13.81%	1.49
Meriden	47,445	34.86%	5,538	53.43%	18.57%	1.53
Middlebury	5,843	5.58%	116	5.17%	-0.41%	0.93
Middletown	38,747	23.49%	4,825	35.40%	11.91%	1.51
Milford	43,135	11.62%	4,654	10.92%	-0.71%	0.94
Monroe	14,918	7.56%	4,829	6.38%	-1.18%	0.84
Naugatuck	25,099	15.18%	7,927	19.78%	4.60%	1.30
New Britain	57,164	45.00%	14,520	67.10%	22.10%	1.49
New Canaan	14,138	7.15%	5,537	7.55%	0.40%	1.06
New Haven	100,702	62.82%	24,705	79.85%	17.04%	1.27
New London	21,835	43.57%	3,301	56.44%	12.87%	1.30
New Milford	21,891	9.69%	5,428	11.88%	2.19%	1.23

*Census populations within the political sub-division are used as the basis for the benchmark.

Table III.B.6/III.B.7a: Ratio of Minority Resident Population to Minority Resident Stops (Sorted Alphabetically) 2013-2016

Department Name	Number of Residents	Minority Residents	Resident Stops	Minority Resident Stops	Difference	Ratio
Newington	24,978	14.51%	4,758	21.29%	6.78%	1.47
Newtown	20,171	5.76%	9,417	4.50%	-1.25%	0.78
North Branford	11,549	5.02%	1,070	5.14%	0.12%	1.02
North Haven	19,608	10.51%	1,769	9.55%	-0.96%	0.91
Norwalk	68,034	40.80%	8,232	51.28%	10.48%	1.26
Norwich	31,638	29.09%	9,766	45.71%	16.62%	1.57
Old Saybrook	8,330	5.15%	2,884	8.04%	2.89%	1.56
Orange	11,017	10.75%	1,406	11.17%	0.42%	1.04
Plainfield	11,918	5.32%	2,246	5.74%	0.42%	1.08
Plainville	14,605	10.00%	3,788	14.78%	4.78%	1.48
Plymouth	9,660	2.47%	1,432	5.03%	2.55%	2.03
Portland	7,480	4.63%	184	7.61%	2.98%	1.64
Putnam	7,507	3.37%	1,764	5.22%	1.85%	1.55
Redding	6,955	4.37%	1,141	5.00%	0.62%	1.14
Ridgefield	18,111	7.29%	7,464	6.12%	-1.17%	0.84
Rocky Hill	16,224	17.20%	3,930	15.19%	-2.01%	0.88
Seymour	13,260	9.77%	3,891	9.23%	-0.54%	0.94
Shelton	32,010	10.83%	1,045	9.95%	-0.88%	0.92
Simsbury	17,773	7.65%	4,662	7.27%	-0.37%	0.95
South Windsor	20,162	14.60%	3,596	16.91%	2.31%	1.16
Southington	34,301	6.17%	6,949	4.86%	-1.31%	0.79
Stamford	98,070	43.86%	15,702	45.48%	1.63%	1.04
Stonington	15,078	4.35%	2,549	5.69%	1.34%	1.31
Stratford	40,980	27.20%	3,423	43.97%	16.77%	1.62
Suffield	10,782	4.91%	609	5.25%	0.34%	1.07
Thomaston	6,224	2.09%	680	1.91%	-0.18%	0.92
Torrington	29,251	11.02%	12,479	15.28%	4.26%	1.39
Trumbull	27,678	11.91%	1,695	15.22%	3.31%	1.28
Vernon	23,800	14.05%	4,685	25.46%	11.41%	1.81
Wallingford	36,530	11.14%	11,732	12.90%	1.76%	1.16
Waterbury	83,964	48.10%	5,330	67.22%	19.13%	1.40
Waterford	15,760	9.85%	3,008	12.47%	2.62%	1.27
Watertown	18,154	5.82%	1,655	6.04%	0.22%	1.04
West Hartford	49,650	21.79%	5,015	29.55%	7.76%	1.36
West Haven	44,518	37.60%	8,559	42.62%	5.03%	1.13
Weston	7,255	7.26%	516	3.88%	-3.39%	0.53
Westport	19,410	8.28%	5,322	4.94%	-3.34%	0.60
Wethersfield	21,607	12.47%	2,950	28.10%	15.63%	2.25
Willimantic	20,176	34.55%	4,674	51.56%	17.01%	1.49
Wilton	12,973	8.09%	2,969	8.22%	0.12%	1.02
Windsor	23,222	43.92%	5,971	61.71%	17.79%	1.41
Windsor Locks	10,117	12.73%	2,226	16.67%	3.94%	1.31
Winsted	9,133	6.12%	941	8.40%	2.27%	1.37
Wolcott	13,175	5.43%	649	6.93%	1.51%	1.28
Woodbridge	7,119	12.82%	766	12.27%	-0.55%	0.96

*Census populations within the political sub-division are used as the basis for the benchmark.

Table III.B.6/III.B.7b: Ratio of Black Resident Population to Black Resident Stops (Sorted Alphabetically)
2013-2016

Department Name	Number of Residents	Black Residents	Resident Stops	Black Resident Stops	Difference	Ratio
Ansonia	14,979	9.74%	5,611	17.95%	8.21%	1.84
Avon	13,855	1.41%	838	2.63%	1.21%	1.86
Berlin	16,083	0.65%	4,313	2.23%	1.57%	3.41
Bethel	14,675	1.74%	3,441	2.79%	1.05%	1.61
Bloomfield	16,982	54.76%	4,595	75.26%	20.49%	1.37
Branford	23,532	1.76%	6,307	2.71%	0.95%	1.54
Bridgeport	109,401	31.82%	10,382	40.18%	8.36%	1.26
Bristol	48,439	3.24%	7,595	9.15%	5.91%	2.83
Brookfield	12,847	1.05%	2,510	2.59%	1.54%	2.46
Canton	7,992	0.00%	1,039	0.96%	0.96%	#DIV/0!
Cheshire	21,049	1.27%	7,773	6.39%	5.12%	5.02
Clinton	10,540	0.00%	4,746	1.73%	1.73%	#DIV/0!
Coventry	9,779	0.79%	1,945	1.34%	0.55%	1.70
Cromwell	11,357	3.69%	2,932	10.44%	6.75%	2.83
Danbury	64,361	6.42%	4,831	9.67%	3.24%	1.50
Darien	14,004	0.00%	2,122	1.56%	1.56%	#DIV/0!
Derby	10,391	6.03%	1,560	14.55%	8.52%	2.41
East Hampton	10,255	1.10%	918	2.18%	1.08%	1.98
East Hartford	40,229	22.52%	11,572	41.27%	18.76%	1.83
East Haven	24,114	2.47%	3,536	3.99%	1.52%	1.61
East Windsor	9,164	5.96%	829	9.89%	3.93%	1.66
Easton	5,553	0.00%	430	0.47%	0.47%	#DIV/0!
Enfield	33,218	2.63%	13,065	8.31%	5.68%	3.16
Fairfield	45,567	1.73%	4,972	3.58%	1.85%	2.06
Farmington	20,318	2.20%	2,252	5.60%	3.39%	2.54
Glastonbury	26,217	1.80%	6,212	3.46%	1.66%	1.92
Granby	8,716	0.92%	1,213	1.81%	0.90%	1.98
Greenwich	46,370	2.03%	7,310	3.78%	1.74%	1.86
Groton City*	7,960	7.70%	2,243	17.21%	9.51%	2.23
Groton Long Point*	2,030	0.00%	78	0.00%	0.00%	#DIV/0!
Groton Town	31,520	6.07%	6,363	11.72%	5.65%	1.93
Guilford	17,672	0.70%	5,384	1.06%	0.36%	1.51
Hamden	50,012	18.28%	6,036	36.05%	17.77%	1.97
Hartford	93,669	35.80%	10,488	44.75%	8.95%	1.25
Madison	14,073	0.49%	4,370	0.98%	0.49%	2.01
Manchester	46,667	10.15%	9,787	23.45%	13.30%	2.31
Meriden	47,445	7.80%	5,538	14.68%	6.88%	1.88
Middlebury	5,843	0.00%	116	0.86%	0.86%	#DIV/0!
Middletown	38,747	11.68%	4,825	24.33%	12.66%	2.08
Milford	43,135	2.23%	4,654	4.00%	1.76%	1.79
Monroe	14,918	1.32%	4,829	2.42%	1.10%	1.83
Naugatuck	25,099	4.11%	7,927	8.34%	4.23%	2.03
New Britain	57,164	10.67%	14,520	17.51%	6.84%	1.64
New Canaan	14,138	1.06%	5,537	2.09%	1.03%	1.97
New Haven	100,702	32.16%	24,705	51.62%	19.46%	1.60
New London	21,835	15.18%	3,301	23.14%	7.97%	1.52
New Milford	21,891	1.69%	5,428	3.43%	1.74%	2.03

*Census populations within the political sub-division are used as the basis for the benchmark.

Table III.B.6/III.B.7b: Ratio of Black Resident Population to Black Resident Stops (Sorted Alphabetically)
2013-2016

Department Name	Number of Residents	Black Residents	Resident Stops	Black Resident Stops	Difference	Ratio
Newington	24,978	2.99%	4,758	6.33%	3.33%	2.11
Newtown	20,171	0.68%	9,417	0.88%	0.20%	1.29
North Branford	11,549	1.33%	1,070	2.43%	1.10%	1.82
North Haven	19,608	2.91%	1,769	4.69%	1.78%	1.61
Norwalk	68,034	13.13%	8,232	24.54%	11.41%	1.87
Norwich	31,638	8.96%	9,766	24.51%	15.55%	2.74
Old Saybrook	8,330	0.00%	2,884	2.05%	2.05%	#DIV/0!
Orange	11,017	1.31%	1,406	3.06%	1.75%	2.34
Plainfield	11,918	0.96%	2,246	2.49%	1.53%	2.58
Plainville	14,605	2.73%	3,788	5.65%	2.92%	2.07
Plymouth	9,660	0.00%	1,432	2.51%	2.51%	#DIV/0!
Portland	7,480	1.87%	184	4.89%	3.02%	2.61
Putnam	7,507	1.17%	1,764	2.89%	1.72%	2.47
Redding	6,955	0.00%	1,141	1.23%	1.23%	#DIV/0!
Ridgefield	18,111	0.77%	7,464	0.92%	0.16%	1.20
Rocky Hill	16,224	3.77%	3,930	6.79%	3.03%	1.80
Seymour	13,260	2.25%	3,891	3.70%	1.45%	1.65
Shelton	32,010	2.07%	1,045	3.35%	1.28%	1.62
Simsbury	17,773	1.46%	4,662	2.87%	1.41%	1.96
South Windsor	20,162	3.68%	3,596	7.12%	3.44%	1.94
Southington	34,301	1.34%	6,949	1.55%	0.22%	1.16
Stamford	98,070	12.86%	15,702	18.95%	6.10%	1.47
Stonington	15,078	0.82%	2,549	2.63%	1.81%	3.22
Stratford	40,980	12.76%	3,423	27.87%	15.12%	2.19
Suffield	10,782	1.40%	609	2.13%	0.73%	1.52
Thomaston	6,224	0.00%	680	0.74%	0.74%	#DIV/0!
Torrington	29,251	2.12%	12,479	4.98%	2.86%	2.35
Trumbull	27,678	2.90%	1,695	6.67%	3.77%	2.30
Vernon	23,800	4.70%	4,685	14.41%	9.71%	3.07
Wallingford	36,530	1.34%	11,732	2.80%	1.47%	2.10
Waterbury	83,964	17.37%	5,330	33.70%	16.32%	1.94
Waterford	15,760	2.29%	3,008	4.85%	2.56%	2.12
Watertown	18,154	1.24%	1,655	2.66%	1.42%	2.15
West Hartford	49,650	5.65%	5,015	9.51%	3.86%	1.68
West Haven	44,518	17.70%	8,559	22.72%	5.02%	1.28
Weston	7,255	1.25%	516	1.74%	0.49%	1.39
Westport	19,410	1.22%	5,322	1.58%	0.36%	1.30
Wethersfield	21,607	2.75%	2,950	8.95%	6.20%	3.26
Willimantic	20,176	4.08%	4,674	6.57%	2.48%	1.61
Wilton	12,973	1.01%	2,969	1.75%	0.74%	1.73
Windsor	23,222	32.20%	5,971	51.85%	19.65%	1.61
Windsor Locks	10,117	4.27%	2,226	8.89%	4.62%	2.08
Winsted	9,133	1.04%	941	3.61%	2.57%	3.47
Wolcott	13,175	1.53%	649	2.47%	0.93%	1.61
Woodbridge	7,119	1.94%	766	4.70%	2.76%	2.42

*Census populations within the political sub-division are used as the basis for the benchmark.

Table III.B.6/III.B.7c: Ratio of Hispanic Resident Population to Hispanic Resident Stops (Sorted Alphabetically) 2013-2016

Department Name	Number of Residents	Hispanic Residents	Resident Stops	Hispanic Resident Stops	Difference	Ratio
Ansonia	14,979	14.03%	5,611	12.60%	-1.43%	0.90
Avon	13,855	2.76%	838	2.51%	-0.25%	0.91
Berlin	16,083	2.67%	4,313	3.20%	0.53%	1.20
Bethel	14,675	6.65%	3,441	8.02%	1.37%	1.21
Bloomfield	16,982	4.78%	4,595	4.44%	-0.34%	0.93
Branford	23,532	3.45%	6,307	3.66%	0.22%	1.06
Bridgeport	109,401	36.20%	10,382	31.78%	-4.42%	0.88
Bristol	48,439	7.65%	7,595	13.77%	6.12%	1.80
Brookfield	12,847	3.79%	2,510	4.30%	0.51%	1.14
Canton	7,992	1.94%	1,039	1.54%	-0.40%	0.79
Cheshire	21,049	2.35%	7,773	5.15%	2.80%	2.19
Clinton	10,540	4.41%	4,746	8.28%	3.87%	1.88
Coventry	9,779	2.21%	1,945	2.21%	0.00%	1.00
Cromwell	11,357	3.90%	2,932	2.86%	-1.04%	0.73
Danbury	64,361	23.25%	4,831	37.38%	14.13%	1.61
Darien	14,004	3.49%	2,122	3.77%	0.28%	1.08
Derby	10,391	12.37%	1,560	19.68%	7.31%	1.59
East Hampton	10,255	2.02%	918	1.85%	-0.17%	0.92
East Hartford	40,229	22.91%	11,572	30.56%	7.65%	1.33
East Haven	24,114	8.43%	3,536	11.34%	2.91%	1.34
East Windsor	9,164	4.34%	829	5.79%	1.45%	1.33
Easton	5,553	2.56%	430	1.86%	-0.70%	0.73
Enfield	33,218	4.00%	13,065	6.02%	2.03%	1.51
Fairfield	45,567	4.51%	4,972	5.03%	0.51%	1.11
Farmington	20,318	3.20%	2,252	4.48%	1.28%	1.40
Glastonbury	26,217	3.60%	6,212	4.88%	1.28%	1.35
Granby	8,716	1.39%	1,213	0.66%	-0.73%	0.48
Greenwich	46,370	9.15%	7,310	10.92%	1.77%	1.19
Groton City*	7,960	11.80%	2,243	16.50%	4.70%	1.40
Groton Long Point*	2,030	0.00%	78	0.00%	0.00%	0.00
Groton Town	31,520	7.40%	6,363	7.80%	0.40%	1.05
Guilford	17,672	2.90%	5,384	2.17%	-0.73%	0.75
Hamden	50,012	7.58%	6,036	7.01%	-0.57%	0.92
Hartford	93,669	41.02%	10,488	36.21%	-4.80%	0.88
Madison	14,073	1.73%	4,370	1.21%	-0.51%	0.70
Manchester	46,667	9.89%	9,787	14.87%	4.97%	1.50
Meriden	47,445	24.86%	5,538	37.87%	13.01%	1.52
Middlebury	5,843	2.22%	116	1.72%	-0.50%	0.77
Middletown	38,747	6.77%	4,825	9.53%	2.77%	1.41
Milford	43,135	4.45%	4,654	4.64%	0.19%	1.04
Monroe	14,918	4.30%	4,829	2.86%	-1.45%	0.66
Naugatuck	25,099	7.77%	7,927	10.31%	2.54%	1.33
New Britain	57,164	31.75%	14,520	48.44%	16.68%	1.53
New Canaan	14,138	2.69%	5,537	2.31%	-0.38%	0.86
New Haven	100,702	24.79%	24,705	27.23%	2.45%	1.10
New London	21,835	25.08%	3,301	32.20%	7.12%	1.28
New Milford	21,891	5.46%	5,428	6.91%	1.45%	1.27

*Census populations within the political sub-division are used as the basis for the benchmark.

Table III.B.6/III.B.7c: Ratio of Hispanic Resident Population to Hispanic Resident Stops (Sorted Alphabetically)
2013-2016

Department Name	Number of Residents	Hispanic Residents	Resident Stops	Hispanic Resident Stops	Difference	Ratio
Newington	24,978	6.39%	4,758	10.87%	4.48%	1.70
Newtown	20,171	2.86%	9,417	2.06%	-0.80%	0.72
North Branford	11,549	2.31%	1,070	1.96%	-0.35%	0.85
North Haven	19,608	3.26%	1,769	2.71%	-0.55%	0.83
Norwalk	68,034	22.67%	8,232	25.90%	3.23%	1.14
Norwich	31,638	10.59%	9,766	16.48%	5.88%	1.56
Old Saybrook	8,330	2.93%	2,884	3.68%	0.75%	1.25
Orange	11,017	2.54%	1,406	2.84%	0.30%	1.12
Plainfield	11,918	3.33%	2,246	2.67%	-0.66%	0.80
Plainville	14,605	5.18%	3,788	7.60%	2.42%	1.47
Plymouth	9,660	2.47%	1,432	2.03%	-0.45%	0.82
Portland	7,480	2.75%	184	2.17%	-0.58%	0.79
Putnam	7,507	2.20%	1,764	1.64%	-0.55%	0.75
Redding	6,955	2.37%	1,141	1.93%	-0.44%	0.81
Ridgefield	18,111	3.46%	7,464	2.20%	-1.26%	0.63
Rocky Hill	16,224	4.65%	3,930	4.20%	-0.46%	0.90
Seymour	13,260	5.53%	3,891	4.63%	-0.90%	0.84
Shelton	32,010	5.17%	1,045	5.36%	0.19%	1.04
Simsbury	17,773	2.61%	4,662	1.97%	-0.64%	0.76
South Windsor	20,162	3.62%	3,596	4.48%	0.86%	1.24
Southington	34,301	2.80%	6,949	2.66%	-0.14%	0.95
Stamford	98,070	22.87%	15,702	22.84%	-0.03%	1.00
Stonington	15,078	1.91%	2,549	1.65%	-0.26%	0.86
Stratford	40,980	11.92%	3,423	14.75%	2.83%	1.24
Suffield	10,782	2.20%	609	1.81%	-0.39%	0.82
Thomaston	6,224	2.09%	680	1.03%	-1.06%	0.49
Torrington	29,251	6.92%	12,479	9.02%	2.11%	1.30
Trumbull	27,678	5.06%	1,695	5.31%	0.25%	1.05
Vernon	23,800	5.21%	4,685	9.63%	4.41%	1.85
Wallingford	36,530	6.71%	11,732	8.50%	1.79%	1.27
Waterbury	83,964	27.54%	5,330	32.93%	5.39%	1.20
Waterford	15,760	4.07%	3,008	5.12%	1.05%	1.26
Watertown	18,154	2.99%	1,655	2.24%	-0.75%	0.75
West Hartford	49,650	8.78%	5,015	13.12%	4.34%	1.49
West Haven	44,518	15.96%	8,559	18.65%	2.68%	1.17
Weston	7,255	3.06%	516	1.16%	-1.90%	0.38
Westport	19,410	3.19%	5,322	1.41%	-1.78%	0.44
Wethersfield	21,607	7.10%	2,950	17.22%	10.12%	2.42
Willimantic	20,176	28.88%	4,674	44.09%	15.21%	1.53
Wilton	12,973	2.74%	2,969	3.54%	0.80%	1.29
Windsor	23,222	7.33%	5,971	7.84%	0.50%	1.07
Windsor Locks	10,117	3.46%	2,226	5.03%	1.57%	1.45
Winsted	9,133	4.28%	941	4.25%	-0.03%	0.99
Wolcott	13,175	2.83%	649	4.01%	1.18%	1.42
Woodbridge	7,119	2.68%	766	3.13%	0.45%	1.17

*Census populations within the political sub-division are used as the basis for the benchmark.

Table III.B.8: Departments with Disparities Relative to Descriptive Benchmarks (Sorted by Total Score)
2013-2016

Department Name	State Average			EDP			Resident Population			Total
	M	B	H	M	B	H	M	B	H	
Wethersfield	32.79%	10.85%	21.26%	28.12%	11.77%	17.87%	15.63%	6.20%	10.12%	8.5
Stratford	19.85%	13.18%		18.03%	12.94%		16.77%	15.12%		6
East Hartford	10.44%	10.11%		24.34%	19.67%		21.82%	18.76%		6
New Britain	11.95%			19.26%		14.80%	22.10%		16.68%	5
Hamden		10.80%		10.20%	12.64%		13.33%	17.77%		5
Manchester	10.17%			10.35%	10.64%		13.81%	13.30%		5
Trumbull	21.04%	11.33%		17.08%	10.91%	8.04%				4.5
Norwich				10.45%	11.01%		16.62%	15.55%		4
Darien	19.53%		12.67%	15.29%	7.97%	9.22%				4
New Haven				14.04%	14.88%		17.04%	19.46%		4
Newington	19.87%		14.11%	12.94%	5.61%	8.81%				4
Waterbury				10.88%	10.36%		19.13%	16.32%		4
Windsor				14.55%	15.48%		17.79%	19.65%		4
Woodbridge	14.32%	13.08%		10.56%	12.88%					4
Meriden				12.44%			18.57%	6.88%	13.01%	3.5
Orange	19.13%	12.13%		10.46%	9.14%					3.5
Bloomfield					11.89%		19.25%	20.49%		3
Fairfield	16.16%			12.46%	9.00%					2.5
West Hartford	11.73%			10.83%	6.09%					2.5
Derby					6.52%		14.32%	8.52%		2
Middletown							11.91%	12.66%		2
Bristol							11.27%	5.91%	6.12%	2
Hartford				11.54%	13.69%					2
Norwalk							10.48%	11.41%		2
Willimantic							17.01%		15.21%	2
Wolcott	10.02%			8.44%		5.03%				2
Berlin	14.83%					5.10%				1.5
South Windsor	11.09%				7.64%					1.5
Vernon							11.41%	9.71%		1.5
New London							12.87%			1
Danbury									14.13%	1
Easton				6.08%		5.34%				1
Enfield							7.23%	5.68%		1
Redding				7.49%		5.40%				1
Waterford	11.72%									1
Wilton	13.39%									1
Cheshire								5.12%		0.5
Ansonia								8.21%		0.5
Clinton							5.24%			0.5
Cromwell								6.75%		0.5
Groton City*								9.51%		0.5
Groton Town								5.65%		0.5
Windsor Locks				5.60%						0.5

Table III.C.7.1: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops 2013-16

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ansonia	Coefficient	0.086	0.058	0.319***	0.186**
	SE	(0.098)	(0.102)	(0.108)	(0.081)
	ESS	4,168	4,091	3,962	4,813
Avon	Coefficient	-0.100	0.140	1.789**	0.574
	SE	(0.367)	(0.47)	(0.744)	(0.381)
	ESS	777	662	584	758
Berlin	Coefficient	0.239	0.200	0.232*	0.203*
	SE	(0.158)	(0.168)	(0.135)	(0.111)
	ESS	4,453	4,355	4,551	5,017
Bethel	Coefficient	0.146	-0.034	0.364*	0.214
	SE	(0.241)	(0.279)	(0.221)	(0.181)
	ESS	2,010	1,896	2,123	2,262
Bloomfield	Coefficient	0.040	0.049	-0.152	0.027
	SE	(0.082)	(0.082)	(0.152)	(0.08)
	ESS	4,389	4,280	2,050	4,595
Branford	Coefficient	0.120	0.198	0.110	0.138
	SE	(0.182)	(0.192)	(0.175)	(0.134)
	ESS	3,651	3,630	3,695	3,920
Bridgeport	Coefficient	-0.372***	-0.371***	-0.259**	-0.331***
	SE	(0.106)	(0.107)	(0.116)	(0.099)
	ESS	3,251	3,167	2,684	4,572
Bristol	Coefficient	0.136	0.129	-0.048	0.022
	SE	(0.118)	(0.125)	(0.101)	(0.084)
	ESS	4,938	4,860	5,125	5,655
Brookfield	Coefficient	-0.681**	-0.622*	-0.324	-0.402**
	SE	(0.299)	(0.378)	(0.231)	(0.205)
	ESS	1,866	1,756	1,970	2,033
Capitol Police	Coefficient	0.035	0.025	1.173**	0.595
	SE	(0.51)	(0.59)	(0.462)	(0.373)
	ESS	168	159	178	219
Central CT State University	Coefficient	-0.023	-0.044	0.439**	0.175
	SE	(0.161)	(0.164)	(0.181)	(0.132)
	ESS	2,084	2,040	2,043	2,461
Canton	Coefficient	-0.361	-0.597	0.927	0.401
	SE	(0.522)	(0.559)	(0.729)	(0.449)
	ESS	931	713	589	1,097
Cheshire	Coefficient	0.108	0.063	0.205	0.126
	SE	(0.136)	(0.145)	(0.164)	(0.115)
	ESS	3,936	3,863	3,790	4,166
Clinton	Coefficient	-0.408	-0.257	0.161	0.044
	SE	(0.272)	(0.346)	(0.246)	(0.206)
	ESS	1,968	1,913	2,021	2,111
Coventry	Coefficient	-0.648	-1.292**	-0.160	-0.470
	SE	(0.445)	(0.545)	(0.346)	(0.298)
	ESS	904	754	904	1,125
Cromwell	Coefficient	-0.535**	-0.546**	0.414	-0.231
	SE	(0.231)	(0.256)	(0.435)	(0.226)
	ESS	1,304	1,271	999	1,334

Table III.C.7.1: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops 2013-16

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Department of Motor Vehicle	Coefficient	-0.209	-0.111	-0.181	-0.076
	SE	(0.254)	(0.261)	(0.308)	(0.219)
	ESS	1,097	1,069	1,010	1,220
Danbury	Coefficient	0.008	-0.064	0.132	0.093
	SE	(0.19)	(0.209)	(0.123)	(0.115)
	ESS	1,818	1,751	2,415	2,634
Darien	Coefficient	-0.217	-0.254	0.132	-0.035
	SE	(0.158)	(0.172)	(0.155)	(0.123)
	ESS	2,001	1,938	2,058	2,346
Derby	Coefficient	-0.138	-0.017	-0.212	-0.144
	SE	(0.17)	(0.181)	(0.162)	(0.129)
	ESS	2,270	2,238	2,235	2,589
Eastern CT State University	Coefficient	-0.276	-0.304	0.472	0.046
	SE	(0.684)	(0.678)	(0.751)	(0.524)
	ESS	126	125	169	231
East Hampton	Coefficient	0.758	0.578	38.003***	0.998
	SE	(0.849)	(0.981)	(6.171)	(0.958)
	ESS	237	180	170	249
East Hartford	Coefficient	-0.188*	-0.188*	-0.184	-0.178*
	SE	(0.113)	(0.114)	(0.123)	(0.102)
	ESS	2,640	2,578	2,150	3,510
East Haven	Coefficient	-0.192	-0.117	-0.204	-0.192
	SE	(0.185)	(0.2)	(0.151)	(0.128)
	ESS	1,934	1,875	2,107	2,294
East Windsor	Coefficient	-0.001	-0.016	0.486	0.087
	SE	(0.264)	(0.269)	(0.484)	(0.239)
	ESS	971	963	816	1,033
Easton	Coefficient	-1.390**	-1.719**	0.202	-0.437
	SE	(0.606)	(0.733)	(0.464)	(0.391)
	ESS	259	217	311	368
Enfield	Coefficient	-0.063	-0.109	0.101	-0.025
	SE	(0.091)	(0.101)	(0.109)	(0.078)
	ESS	7,467	7,298	7,163	7,803
Fairfield	Coefficient	-0.082	-0.023	0.103	0.030
	SE	(0.08)	(0.085)	(0.09)	(0.067)
	ESS	6,223	6,058	5,927	7,064
Farmington	Coefficient	0.185	0.173	0.214	0.196
	SE	(0.146)	(0.181)	(0.176)	(0.134)
	ESS	3,583	3,402	3,394	3,708
Glastonbury	Coefficient	-0.007	0.057	0.075	0.058
	SE	(0.13)	(0.163)	(0.155)	(0.116)
	ESS	4,682	4,466	4,548	4,890
Granby	Coefficient	0.207	0.186	0.080	0.186
	SE	(0.448)	(0.499)	(0.555)	(0.389)
	ESS	961	884	710	1,076
Greenwich	Coefficient	0.031	-0.079	0.043	-0.014
	SE	(0.117)	(0.139)	(0.107)	(0.092)
	ESS	3,270	3,051	3,555	3,959

Table III.C.7.1: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops 2013-16

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Groton City	Coefficient	-0.273	-0.372	-0.281	-0.310*
	SE	(0.203)	(0.233)	(0.24)	(0.184)
	ESS	1,425	1,339	1,333	1,539
Groton Long Point	Coefficient	35.185***	35.185***	37.362	
	SE	(3.266)	(3.266)	(92874526.889)	
	ESS	8	8	14	
Groton Town	Coefficient	0.433***	0.473***	0.129	0.322***
	SE	(0.132)	(0.143)	(0.162)	(0.114)
	ESS	3,192	3,112	2,999	3,412
Guilford	Coefficient	-0.204	-0.367	-0.021	-0.127
	SE	(0.229)	(0.335)	(0.253)	(0.206)
	ESS	3,312	3,214	3,356	3,450
Hamden	Coefficient	-0.132	-0.147	-0.082	-0.119
	SE	(0.104)	(0.105)	(0.157)	(0.099)
	ESS	3,281	3,238	2,186	3,611
Hartford	Coefficient	-0.232*	-0.211	-0.034	-0.147
	SE	(0.127)	(0.129)	(0.139)	(0.118)
	ESS	2,739	2,695	2,216	3,716
Madison	Coefficient	-0.061	0.231	0.899**	0.563**
	SE	(0.297)	(0.384)	(0.35)	(0.258)
	ESS	2,241	2,160	2,129	2,318
Manchester	Coefficient	0.131*	0.194**	0.045	0.131*
	SE	(0.076)	(0.082)	(0.096)	(0.069)
	ESS	5,563	5,322	4,796	6,250
Meriden	Coefficient	-0.037	-0.005	-0.008	-0.013
	SE	(0.179)	(0.182)	(0.138)	(0.123)
	ESS	1,368	1,351	1,774	2,077
Middlebury	Coefficient	0.000	0.000		
	SE	(.)	(.)		
	ESS	7	7		
Middletown	Coefficient	-0.078	-0.061	-0.025	-0.040
	SE	(0.142)	(0.147)	(0.188)	(0.125)
	ESS	1,999	1,963	1,755	2,182
Milford	Coefficient	-0.091	-0.051	-0.119	-0.084
	SE	(0.148)	(0.164)	(0.179)	(0.127)
	ESS	2,533	2,449	2,392	2,716
Monroe	Coefficient	-0.143	-0.043	0.378**	0.168
	SE	(0.155)	(0.172)	(0.172)	(0.127)
	ESS	4,173	4,106	4,147	4,423
Naugatuck	Coefficient	0.167	0.109	0.041	0.034
	SE	(0.146)	(0.155)	(0.131)	(0.107)
	ESS	3,805	3,714	3,924	4,301
New Britain	Coefficient	-0.008	-0.045	0.053	0.023
	SE	(0.087)	(0.09)	(0.068)	(0.063)
	ESS	4,205	4,097	5,988	7,176
New Canaan	Coefficient	0.034	0.142	0.216	0.182
	SE	(0.144)	(0.176)	(0.154)	(0.12)
	ESS	4,779	4,619	4,809	5,121

Table III.C.7.1: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops 2013-16

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
New Haven	Coefficient	-0.103*	-0.099*	0.099	-0.036
	SE	(0.053)	(0.053)	(0.062)	(0.049)
	ESS	13,042	12,805	9,033	16,493
New London	Coefficient	-0.114	-0.064	0.284*	0.099
	SE	(0.178)	(0.187)	(0.165)	(0.139)
	ESS	1,431	1,383	1,516	1,800
New Milford	Coefficient	0.230	0.129	0.581***	0.412**
	SE	(0.223)	(0.247)	(0.209)	(0.166)
	ESS	2,718	2,621	2,826	2,940
Newington	Coefficient	0.030	-0.029	-0.035	-0.031
	SE	(0.101)	(0.111)	(0.09)	(0.076)
	ESS	4,396	4,229	4,682	5,366
Newtown	Coefficient	0.025	0.049	-0.003	0.030
	SE	(0.128)	(0.15)	(0.138)	(0.105)
	ESS	8,158	7,994	8,066	8,511
North Branford	Coefficient	0.298	0.413	-0.214	0.103
	SE	(0.468)	(0.545)	(0.499)	(0.366)
	ESS	610	534	647	786
North Haven	Coefficient	0.166	0.222	0.006	0.099
	SE	(0.151)	(0.159)	(0.184)	(0.127)
	ESS	2,247	2,207	2,103	2,440
Norwalk	Coefficient	-0.049	-0.105	-0.353***	-0.229***
	SE	(0.103)	(0.105)	(0.111)	(0.088)
	ESS	3,244	3,175	3,022	4,049
Norwich	Coefficient	-0.319***	-0.215*	0.292**	0.027
	SE	(0.123)	(0.129)	(0.145)	(0.105)
	ESS	2,779	2,664	2,505	3,103
Old Saybrook	Coefficient	0.169	0.340	0.027	0.122
	SE	(0.21)	(0.261)	(0.221)	(0.174)
	ESS	2,798	2,649	2,835	2,914
Orange	Coefficient	-0.166	-0.228*	-0.121	-0.173*
	SE	(0.11)	(0.117)	(0.138)	(0.097)
	ESS	3,411	3,286	3,101	3,780
Plainfield	Coefficient	-0.298	-0.309	0.129	-0.157
	SE	(0.486)	(0.49)	(0.454)	(0.356)
	ESS	822	820	823	939
Plainville	Coefficient	0.191	0.144	0.035	0.070
	SE	(0.151)	(0.16)	(0.136)	(0.11)
	ESS	3,566	3,514	3,634	3,927
Plymouth	Coefficient	-0.082	0.021	-0.028	0.037
	SE	(0.327)	(0.339)	(0.326)	(0.242)
	ESS	1,535	1,522	1,557	1,646
Putnam	Coefficient	0.268	0.530	-0.605	0.139
	SE	(0.512)	(0.531)	(0.574)	(0.432)
	ESS	1,008	965	502	1,192
Redding	Coefficient	0.333	0.126	0.468	0.385
	SE	(0.348)	(0.414)	(0.3)	(0.246)
	ESS	1,349	1,188	1,445	1,509

Table III.C.7.1: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops 2013-16

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ridgefield	Coefficient	0.222	-0.027	0.181	0.117
	SE	(0.183)	(0.238)	(0.156)	(0.133)
	ESS	5,045	4,872	5,219	5,429
Rocky Hill	Coefficient	0.057	0.093	-0.037	0.040
	SE	(0.131)	(0.152)	(0.154)	(0.115)
	ESS	3,205	3,080	3,054	3,387
Southern CT State University	Coefficient	0.116	0.113	0.267	0.115
	SE	(0.238)	(0.241)	(0.42)	(0.233)
	ESS	613	604	298	661
Seymour	Coefficient	-0.008	0.026	0.105	0.067
	SE	(0.201)	(0.217)	(0.214)	(0.158)
	ESS	2,984	2,951	2,930	3,135
Shelton	Coefficient	0.581	0.606	-0.080	0.137
	SE	(0.583)	(0.683)	(0.496)	(0.398)
	ESS	400	345	411	444
Simsbury	Coefficient	0.182	-0.140	0.450	0.054
	SE	(0.254)	(0.281)	(0.398)	(0.227)
	ESS	2,657	2,569	2,363	2,681
South Windsor	Coefficient	-0.219	-0.232	0.558***	0.068
	SE	(0.14)	(0.154)	(0.206)	(0.13)
	ESS	2,532	2,434	2,300	2,700
Southington	Coefficient	0.173	0.299	0.104	0.203
	SE	(0.267)	(0.298)	(0.201)	(0.173)
	ESS	3,618	3,491	3,719	3,841
Stamford	Coefficient	-0.059	-0.048	0.244**	0.097
	SE	(0.112)	(0.122)	(0.112)	(0.092)
	ESS	3,172	3,010	3,217	3,869
Stonington	Coefficient	-0.008	0.293	-0.409	-0.006
	SE	(0.272)	(0.317)	(0.432)	(0.265)
	ESS	1,925	1,776	1,472	1,937
Stratford	Coefficient	-0.243	-0.268*	-0.345*	-0.287**
	SE	(0.158)	(0.161)	(0.182)	(0.143)
	ESS	1,222	1,197	989	1,529
Suffield	Coefficient	0.125	0.624	-0.859*	-0.077
	SE	(0.388)	(0.526)	(0.518)	(0.356)
	ESS	617	528	500	670
Thomaston	Coefficient	-0.529	-0.437	-0.166	-0.219
	SE	(0.534)	(0.678)	(0.526)	(0.407)
	ESS	531	361	613	730
Torrington	Coefficient	-0.209	-0.147	-0.208	-0.183
	SE	(0.176)	(0.189)	(0.153)	(0.127)
	ESS	3,948	3,911	4,040	4,246
Trumbull	Coefficient	-0.033	0.043	-0.189	-0.065
	SE	(0.124)	(0.132)	(0.132)	(0.104)
	ESS	2,544	2,464	2,427	2,999
University of Connecticut	Coefficient	-0.268	-0.542*	-0.270	-0.450**
	SE	(0.196)	(0.277)	(0.328)	(0.22)
	ESS	1,281	1,118	1,109	1,226

Table III.C.7.1: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops 2013-16

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Vernon	Coefficient	-0.041	-0.026	-0.335*	-0.154
	SE	(0.162)	(0.167)	(0.189)	(0.13)
	ESS	2,879	2,854	2,745	3,129
Western CT State University	Coefficient	1.253	0.000	-0.717	-0.130
	SE	(1.242)	(.)	(1.464)	(1.123)
	ESS	36	17	39	56
Wallingford	Coefficient	0.146	0.144	0.049	0.079
	SE	(0.111)	(0.121)	(0.096)	(0.079)
	ESS	6,350	6,248	6,627	7,219
Waterbury	Coefficient	0.105	0.126	-0.127	0.006
	SE	(0.218)	(0.22)	(0.215)	(0.179)
	ESS	1,091	1,079	1,034	1,475
Waterford	Coefficient	0.134	0.209	0.216	0.234**
	SE	(0.126)	(0.141)	(0.135)	(0.104)
	ESS	3,516	3,412	3,473	3,859
Watertown	Coefficient	0.070	0.252	-0.407	-0.129
	SE	(0.335)	(0.363)	(0.287)	(0.237)
	ESS	1,260	1,193	1,268	1,381
West Hartford	Coefficient	0.009	-0.025	0.016	-0.013
	SE	(0.082)	(0.09)	(0.085)	(0.068)
	ESS	6,485	6,119	6,349	7,496
West Haven	Coefficient	-0.059	-0.060	0.025	-0.024
	SE	(0.098)	(0.1)	(0.105)	(0.083)
	ESS	3,169	3,110	2,968	3,981
Weston	Coefficient	-0.763	-0.688	-1.308	-0.888
	SE	(1.076)	(1.087)	(0.928)	(0.753)
	ESS	141	140	77	166
Westport	Coefficient	0.084	0.088	0.113	0.095
	SE	(0.106)	(0.117)	(0.126)	(0.09)
	ESS	5,246	5,104	5,010	5,610
Wethersfield	Coefficient	0.054	0.097	0.189*	0.150*
	SE	(0.111)	(0.114)	(0.098)	(0.084)
	ESS	2,864	2,809	3,259	3,983
Willimantic	Coefficient	-0.071	-0.069	0.421***	0.324**
	SE	(0.228)	(0.239)	(0.14)	(0.131)
	ESS	1,260	1,232	1,813	1,954
Wilton	Coefficient	0.179	0.069	-0.025	0.019
	SE	(0.143)	(0.162)	(0.134)	(0.11)
	ESS	3,653	3,525	3,742	4,049
Windsor	Coefficient	-0.031	-0.072	0.141	-0.036
	SE	(0.09)	(0.091)	(0.14)	(0.085)
	ESS	3,931	3,797	2,493	4,260
Windsor Locks	Coefficient	-0.054	-0.063	-0.053	-0.050
	SE	(0.162)	(0.171)	(0.227)	(0.146)
	ESS	2,088	2,037	1,882	2,200
Winsted	Coefficient	1.276*	1.085	0.938	0.831
	SE	(0.686)	(0.709)	(0.91)	(0.581)
	ESS	463	459	333	555

Table III.C.7.1: Logistic Regression of Minority Status on Daylight by Department, All Traffic Stops 2013-16

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Wolcott	Coefficient	0.541	0.733	0.204	0.394
	SE	(0.431)	(0.452)	(0.413)	(0.326)
	ESS	539	535	507	589
Woodbridge	Coefficient	0.270	0.325	0.456	0.375**
	SE	(0.187)	(0.199)	(0.278)	(0.177)
	ESS	1,364	1,319	1,091	1,465
Yale University	Coefficient	0.258	0.238	-0.032	0.183
	SE	(0.182)	(0.189)	(0.294)	(0.178)
	ESS	825	777	527	877
CSP Headquarters	Coefficient	0.170**	0.150*	0.153	0.161**
	SE	(0.08)	(0.086)	(0.102)	(0.071)
	ESS	11,067	10,660	10,155	11,998
CSP Troop A	Coefficient	0.080	0.079	0.047	0.063
	SE	(0.072)	(0.078)	(0.066)	(0.055)
	ESS	13,422	13,049	13,875	15,654
CSP Troop B	Coefficient	0.285*	0.191	0.397**	0.285**
	SE	(0.163)	(0.181)	(0.164)	(0.126)
	ESS	5,902	5,824	5,857	6,135
CSP Troop C	Coefficient	0.315***	0.233***	0.250***	0.240***
	SE	(0.056)	(0.07)	(0.074)	(0.053)
	ESS	22,611	21,455	21,218	22,931
CSP Troop D	Coefficient	0.067	0.073	-0.101	-0.012
	SE	(0.085)	(0.104)	(0.093)	(0.072)
	ESS	14,899	14,557	14,690	15,358
CSP Troop E	Coefficient	0.089	0.092	-0.041	0.029
	SE	(0.055)	(0.064)	(0.073)	(0.051)
	ESS	17,957	17,266	16,812	18,601
CSP Troop F	Coefficient	0.004	0.006	0.146*	0.063
	SE	(0.067)	(0.076)	(0.079)	(0.058)
	ESS	18,118	17,625	17,467	19,016
CSP Troop G	Coefficient	0.161***	0.108*	0.177***	0.137***
	SE	(0.058)	(0.061)	(0.062)	(0.049)
	ESS	12,888	12,298	12,121	15,287
CSP Troop H	Coefficient	0.168**	0.156**	0.140	0.144**
	SE	(0.071)	(0.076)	(0.085)	(0.063)
	ESS	10,338	9,872	9,194	11,596
CSP Troop I	Coefficient	0.005	-0.016	0.095	0.029
	SE	(0.082)	(0.089)	(0.097)	(0.071)
	ESS	7,710	7,432	7,162	8,482
CSP Troop K	Coefficient	0.111	0.114	0.300***	0.207***
	SE	(0.079)	(0.089)	(0.085)	(0.065)
	ESS	13,566	13,239	13,397	14,409
CSP Troop L	Coefficient	-0.127	-0.045	0.208	0.102
	SE	(0.129)	(0.145)	(0.129)	(0.1)
	ESS	8,693	8,574	8,811	9,261

Table III.C.7.2: Logistic Regression of Minority Status on Daylight with Officer Fixed-Effects by Department, All Traffic Stops 2013-16

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ansonia	Coefficient	0.047	0.021	0.321***	0.163*
	SE	(0.103)	(0.106)	(0.112)	(0.084)
	ESS	4,091	4,016	3,866	4,719
Avon	Coefficient	-0.219	0.093	2.659**	0.731
	SE	(0.429)	(0.585)	(1.155)	(0.466)
	ESS	678	506	451	617
Berlin	Coefficient	0.171	0.138	0.186	0.149
	SE	(0.165)	(0.178)	(0.14)	(0.116)
	ESS	4,328	4,233	4,405	4,865
Bethel	Coefficient	0.095	-0.221	0.102	-0.010
	SE	(0.291)	(0.328)	(0.284)	(0.215)
	ESS	1,517	1,404	1,661	1,772
Bloomfield	Coefficient	0.027	0.043	-0.136	0.026
	SE	(0.088)	(0.089)	(0.166)	(0.087)
	ESS	4,114	4,012	1,903	4,309
Branford	Coefficient	0.165	0.254	0.093	0.166
	SE	(0.195)	(0.204)	(0.188)	(0.144)
	ESS	3,366	3,347	3,512	3,725
Bridgeport	Coefficient	-0.019	-0.015	0.071	0.032
	SE	(0.168)	(0.169)	(0.184)	(0.155)
	ESS	2,423	2,361	1,994	3,422
Bristol	Coefficient	0.107	0.134	0.004	0.054
	SE	(0.129)	(0.136)	(0.109)	(0.09)
	ESS	4,640	4,545	4,848	5,352
Brookfield	Coefficient	-0.937***	-0.940**	-0.486*	-0.593***
	SE	(0.329)	(0.429)	(0.264)	(0.229)
	ESS	1,618	1,467	1,691	1,754
Capitol Police	Coefficient	-0.253	-0.874	2.260*	1.242**
	SE	(0.8)	(1.154)	(1.183)	(0.63)
	ESS	56	38	72	93
Central CT State University	Coefficient	0.011	-0.018	0.315	0.115
	SE	(0.166)	(0.171)	(0.195)	(0.141)
	ESS	2,024	1,981	1,993	2,402
Canton	Coefficient	-0.410	-0.447	0.840	0.446
	SE	(0.599)	(0.707)	(0.674)	(0.477)
	ESS	868	566	455	938
Cheshire	Coefficient	0.102	0.074	0.205	0.135
	SE	(0.153)	(0.162)	(0.185)	(0.128)
	ESS	3,516	3,459	3,407	3,774
Clinton	Coefficient	-0.524*	-0.449	0.016	-0.116
	SE	(0.309)	(0.428)	(0.286)	(0.237)
	ESS	1,789	1,656	1,820	1,893
Coventry	Coefficient	-0.490	-1.498**	-0.037	-0.359
	SE	(0.506)	(0.694)	(0.366)	(0.31)
	ESS	746	614	747	992

Table III.C.7.2: Logistic Regression of Minority Status on Daylight with Officer Fixed-Effects by Department, All Traffic Stops 2013-16

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Cromwell	Coefficient	-0.742**	-0.799**	0.365	-0.360
	SE	(0.298)	(0.329)	(0.532)	(0.274)
	ESS	938	918	596	978
Department of Motor Vehicle	Coefficient	-0.156	-0.033	0.172	0.138
	SE	(0.344)	(0.352)	(0.409)	(0.288)
	ESS	789	772	729	872
Danbury	Coefficient	-0.206	-0.384	0.052	-0.042
	SE	(0.243)	(0.269)	(0.171)	(0.158)
	ESS	1,295	1,254	1,746	1,908
Darien	Coefficient	-0.307*	-0.325*	0.039	-0.110
	SE	(0.171)	(0.186)	(0.166)	(0.133)
	ESS	1,798	1,717	1,852	2,112
Derby	Coefficient	-0.040	0.112	-0.141	-0.040
	SE	(0.196)	(0.207)	(0.189)	(0.149)
	ESS	2,037	2,007	1,980	2,329
Eastern CT State University	Coefficient	-0.100	-0.100	0.066	0.039
	SE	(0.98)	(0.98)	(0.768)	(0.662)
	ESS	81	81	118	155
East Hampton	Coefficient	0.480	-6.876*	0.000	-1.520
	SE	(1.265)	(3.624)	(.)	(0.945)
	ESS	172	98	38	173
East Hartford	Coefficient	-0.186	-0.183	-0.199	-0.171
	SE	(0.127)	(0.128)	(0.138)	(0.114)
	ESS	2,215	2,155	1,781	2,956
East Haven	Coefficient	-0.179	-0.062	-0.172	-0.146
	SE	(0.209)	(0.225)	(0.169)	(0.142)
	ESS	1,724	1,668	1,852	2,045
East Windsor	Coefficient	0.090	0.098	0.189	0.120
	SE	(0.337)	(0.349)	(0.541)	(0.308)
	ESS	684	678	528	751
Easton	Coefficient	-6.350***	0.000	0.313	-0.795
	SE	(2.304)	(.)	(0.861)	(0.769)
	ESS	80	24	146	171
Enfield	Coefficient	-0.090	-0.136	0.038	-0.053
	SE	(0.103)	(0.114)	(0.125)	(0.089)
	ESS	6,457	6,270	6,261	6,835
Fairfield	Coefficient	-0.074	-0.012	0.187*	0.057
	SE	(0.086)	(0.092)	(0.099)	(0.073)
	ESS	5,878	5,719	5,629	6,706
Farmington	Coefficient	0.182	0.189	0.246	0.220
	SE	(0.152)	(0.188)	(0.192)	(0.143)
	ESS	3,366	3,192	3,185	3,483
Glastonbury	Coefficient	0.032	0.123	0.111	0.099
	SE	(0.137)	(0.172)	(0.164)	(0.123)
	ESS	4,475	4,268	4,328	4,682

Table III.C.7.2: Logistic Regression of Minority Status on Daylight with Officer Fixed-Effects by Department, All Traffic Stops 2013-16

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Granby	Coefficient	0.227	0.250	0.105	0.232
	SE	(0.465)	(0.503)	(0.64)	(0.419)
	ESS	820	748	564	977
Greenwich	Coefficient	0.174	0.068	0.169	0.108
	SE	(0.136)	(0.164)	(0.128)	(0.109)
	ESS	2,836	2,620	3,066	3,447
Groton City	Coefficient	-0.270	-0.350	-0.255	-0.283
	SE	(0.215)	(0.249)	(0.263)	(0.198)
	ESS	1,300	1,216	1,184	1,392
Groton Long Point	Coefficient	0.499	0.499	0.499	
	SE	(3.613)	(3.613)	(3.613)	
	ESS	5	5	5	
Groton Town	Coefficient	0.229	0.272*	0.067	0.203
	SE	(0.152)	(0.164)	(0.182)	(0.129)
	ESS	2,671	2,568	2,505	2,852
Guilford	Coefficient	-0.159	-0.321	-0.002	-0.077
	SE	(0.251)	(0.382)	(0.279)	(0.228)
	ESS	2,760	2,444	2,725	3,012
Hamden	Coefficient	-0.006	-0.016	-0.098	-0.016
	SE	(0.121)	(0.122)	(0.178)	(0.114)
	ESS	3,021	2,979	1,992	3,325
Hartford	Coefficient	-0.216	-0.199	0.221	0.000
	SE	(0.191)	(0.196)	(0.215)	(0.173)
	ESS	1,902	1,873	1,598	2,529
Madison	Coefficient	0.016	0.235	1.028***	0.583**
	SE	(0.31)	(0.393)	(0.392)	(0.272)
	ESS	1,912	1,847	1,900	2,222
Manchester	Coefficient	0.157*	0.173*	0.076	0.138*
	SE	(0.084)	(0.09)	(0.105)	(0.075)
	ESS	5,133	4,909	4,381	5,766
Meriden	Coefficient	0.237	0.252	-0.015	0.087
	SE	(0.331)	(0.337)	(0.253)	(0.222)
	ESS	586	580	741	872
Middletown	Coefficient	0.115	0.151	-0.009	0.116
	SE	(0.169)	(0.175)	(0.224)	(0.149)
	ESS	1,627	1,601	1,399	1,780
Milford	Coefficient	-0.154	-0.086	-0.229	-0.144
	SE	(0.21)	(0.239)	(0.23)	(0.177)
	ESS	1,488	1,327	1,354	1,535
Monroe	Coefficient	-0.214	-0.142	0.260	0.061
	SE	(0.165)	(0.184)	(0.183)	(0.135)
	ESS	4,064	3,970	4,008	4,302
Naugatuck	Coefficient	0.223	0.162	0.136	0.108
	SE	(0.152)	(0.16)	(0.141)	(0.113)
	ESS	3,628	3,547	3,719	4,079

Table III.C.7.2: Logistic Regression of Minority Status on Daylight with Officer Fixed-Effects by Department, All Traffic Stops 2013-16

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
New Britain	Coefficient	-0.023	-0.055	0.069	0.029
	SE	(0.096)	(0.099)	(0.076)	(0.07)
	ESS	3,821	3,718	5,457	6,532
New Canaan	Coefficient	0.043	0.144	0.186	0.177
	SE	(0.148)	(0.179)	(0.165)	(0.127)
	ESS	4,680	4,522	4,698	5,003
New Haven	Coefficient	0.156**	0.164**	0.196***	0.172***
	SE	(0.065)	(0.066)	(0.073)	(0.058)
	ESS	10,357	10,198	7,169	13,097
New London	Coefficient	0.071	0.178	0.458**	0.310*
	SE	(0.21)	(0.224)	(0.207)	(0.172)
	ESS	1,110	1,067	1,163	1,395
New Milford	Coefficient	0.131	0.244	0.759***	0.570***
	SE	(0.271)	(0.288)	(0.24)	(0.194)
	ESS	2,041	1,924	2,224	2,394
Newington	Coefficient	0.044	-0.024	-0.003	-0.013
	SE	(0.105)	(0.115)	(0.095)	(0.08)
	ESS	4,230	4,072	4,513	5,178
Newtown	Coefficient	0.011	0.026	0.008	0.028
	SE	(0.138)	(0.162)	(0.148)	(0.113)
	ESS	7,859	7,669	7,743	8,194
North Branford	Coefficient	0.361	0.532	-0.188	0.128
	SE	(0.466)	(0.542)	(0.524)	(0.381)
	ESS	538	474	558	722
North Haven	Coefficient	0.186	0.191	0.056	0.099
	SE	(0.172)	(0.18)	(0.205)	(0.143)
	ESS	2,077	2,040	1,921	2,265
Norwalk	Coefficient	0.030	-0.033	-0.207	-0.136
	SE	(0.122)	(0.125)	(0.129)	(0.103)
	ESS	2,663	2,607	2,467	3,314
Norwich	Coefficient	-0.286**	-0.146	0.393**	0.114
	SE	(0.145)	(0.152)	(0.172)	(0.124)
	ESS	2,119	2,031	1,936	2,400
Old Saybrook	Coefficient	0.203	0.341	-0.218	-0.009
	SE	(0.264)	(0.337)	(0.27)	(0.214)
	ESS	2,307	1,942	2,254	2,385
Orange	Coefficient	-0.194	-0.259**	-0.237	-0.236**
	SE	(0.12)	(0.129)	(0.15)	(0.106)
	ESS	3,244	3,124	2,930	3,600
Plainfield	Coefficient	-0.524	-0.444	0.191	-0.234
	SE	(0.601)	(0.607)	(0.647)	(0.482)
	ESS	453	451	472	668
Plainville	Coefficient	0.171	0.142	0.076	0.093
	SE	(0.159)	(0.171)	(0.142)	(0.115)
	ESS	3,394	3,343	3,433	3,744

Table III.C.7.2: Logistic Regression of Minority Status on Daylight with Officer Fixed-Effects by Department, All Traffic Stops 2013-16

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Plymouth	Coefficient	-0.150	-0.021	0.077	0.045
	SE	(0.337)	(0.354)	(0.329)	(0.252)
	ESS	1,461	1,449	1,366	1,566
Putnam	Coefficient	0.138	0.199	-0.919	-0.088
	SE	(0.507)	(0.545)	(0.771)	(0.471)
	ESS	924	885	348	1,142
Redding	Coefficient	0.296	0.109	0.464	0.382
	SE	(0.34)	(0.412)	(0.318)	(0.256)
	ESS	1,313	1,138	1,394	1,456
Ridgefield	Coefficient	0.132	-0.098	0.141	0.067
	SE	(0.186)	(0.245)	(0.165)	(0.139)
	ESS	4,939	4,740	5,095	5,303
Rocky Hill	Coefficient	0.072	0.138	-0.067	0.036
	SE	(0.148)	(0.171)	(0.176)	(0.129)
	ESS	3,048	2,878	2,804	3,221
Southern CT State University	Coefficient	0.132	0.113	0.145	0.106
	SE	(0.292)	(0.297)	(0.574)	(0.282)
	ESS	517	509	238	554
Seymour	Coefficient	-0.076	-0.002	-0.010	-0.006
	SE	(0.206)	(0.225)	(0.218)	(0.163)
	ESS	2,763	2,694	2,732	2,906
Shelton	Coefficient	0.299	0.679	-0.499	0.123
	SE	(0.841)	(1.111)	(0.886)	(0.61)
	ESS	198	181	138	247
Simsbury	Coefficient	0.039	-0.196	0.129	-0.087
	SE	(0.257)	(0.293)	(0.394)	(0.237)
	ESS	2,393	2,315	2,009	2,454
South Windsor	Coefficient	-0.216	-0.213	0.467**	0.065
	SE	(0.152)	(0.167)	(0.223)	(0.14)
	ESS	2,476	2,380	2,254	2,638
Southington	Coefficient	0.040	0.194	0.009	0.129
	SE	(0.285)	(0.328)	(0.207)	(0.183)
	ESS	3,328	3,205	3,122	3,495
Stamford	Coefficient	0.023	-0.021	0.441**	0.209
	SE	(0.17)	(0.189)	(0.176)	(0.14)
	ESS	2,208	2,100	2,260	2,663
Stonington	Coefficient	0.051	0.419	-0.437	0.067
	SE	(0.305)	(0.368)	(0.505)	(0.307)
	ESS	1,707	1,534	1,050	1,743
Stratford	Coefficient	-0.166	-0.188	-0.110	-0.118
	SE	(0.198)	(0.203)	(0.231)	(0.177)
	ESS	843	826	662	1,064
Suffield	Coefficient	0.199	0.703	-0.121	0.396
	SE	(0.453)	(0.716)	(0.591)	(0.42)
	ESS	466	355	287	519

Table III.C.7.2: Logistic Regression of Minority Status on Daylight with Officer Fixed-Effects by Department, All Traffic Stops 2013-16

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Thomaston	Coefficient	-1.351	-1.149	0.027	-0.389
	SE	(0.838)	(0.843)	(0.738)	(0.524)
	ESS	318	158	347	459
Torrington	Coefficient	-0.119	-0.073	0.081	-0.013
	SE	(0.21)	(0.228)	(0.181)	(0.152)
	ESS	3,571	3,538	3,680	3,871
Trumbull	Coefficient	0.054	0.077	-0.125	-0.000
	SE	(0.139)	(0.148)	(0.154)	(0.118)
	ESS	2,316	2,247	2,054	2,727
University of Connecticut	Coefficient	-0.288	-0.564*	-0.192	-0.427*
	SE	(0.215)	(0.331)	(0.376)	(0.254)
	ESS	1,138	1,004	942	1,088
Vernon	Coefficient	-0.002	0.003	-0.344*	-0.144
	SE	(0.17)	(0.176)	(0.2)	(0.137)
	ESS	2,603	2,579	2,504	2,834
Western CT State University	Coefficient	-0.130			
	SE	(1.123)			
	ESS	56			
Wallingford	Coefficient	0.202	0.181	-0.005	0.061
	SE	(0.123)	(0.135)	(0.108)	(0.089)
	ESS	5,362	5,243	5,607	6,196
Waterbury	Coefficient	2.408**	2.336**	2.430***	2.342***
	SE	(0.94)	(0.94)	(0.801)	(0.658)
	ESS	264	262	264	380
Waterford	Coefficient	0.209	0.324**	0.221	0.299***
	SE	(0.135)	(0.151)	(0.147)	(0.113)
	ESS	3,450	3,348	3,375	3,786
Watertown	Coefficient	0.709*	0.878*	-0.504	0.059
	SE	(0.423)	(0.466)	(0.378)	(0.306)
	ESS	919	872	932	1,050
West Hartford	Coefficient	0.128	0.102	0.136	0.111
	SE	(0.087)	(0.096)	(0.089)	(0.073)
	ESS	6,133	5,798	6,012	7,116
West Haven	Coefficient	-0.099	-0.089	0.173	0.041
	SE	(0.134)	(0.137)	(0.137)	(0.112)
	ESS	2,558	2,504	2,434	3,233
Weston	Coefficient	-1.979	-1.979	-0.533	-0.356
	SE	(2.285)	(2.285)	(1.132)	(0.956)
	ESS	49	49	50	117
Westport	Coefficient	0.015	0.022	0.090	0.047
	SE	(0.117)	(0.129)	(0.146)	(0.101)
	ESS	4,471	4,343	4,261	4,782
Wethersfield	Coefficient	0.048	0.084	0.186*	0.147
	SE	(0.12)	(0.123)	(0.107)	(0.092)
	ESS	2,677	2,629	3,030	3,723

Table III.C.7.2: Logistic Regression of Minority Status on Daylight with Officer Fixed-Effects by Department, All Traffic Stops 2013-16

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Willimantic	Coefficient	-0.071	0.012	0.357**	0.273*
	SE	(0.264)	(0.271)	(0.164)	(0.153)
	ESS	1,039	1,019	1,502	1,628
Wilton	Coefficient	0.138	0.052	-0.014	0.017
	SE	(0.153)	(0.174)	(0.144)	(0.119)
	ESS	3,480	3,326	3,553	3,843
Windsor	Coefficient	-0.001	-0.033	0.269*	0.014
	SE	(0.099)	(0.101)	(0.157)	(0.095)
	ESS	3,596	3,483	2,277	3,897
Windsor Locks	Coefficient	-0.088	-0.087	-0.060	-0.061
	SE	(0.174)	(0.186)	(0.24)	(0.158)
	ESS	1,939	1,889	1,687	2,039
Winsted	Coefficient	1.038	0.907	1.212	0.685
	SE	(0.766)	(0.769)	(1.025)	(0.637)
	ESS	378	351	190	410
Wolcott	Coefficient	0.780	1.003*	0.637	0.731*
	SE	(0.507)	(0.535)	(0.509)	(0.381)
	ESS	422	420	419	486
Woodbridge	Coefficient	0.287	0.301	0.406	0.344*
	SE	(0.201)	(0.212)	(0.295)	(0.188)
	ESS	1,302	1,260	1,033	1,395
Yale University	Coefficient	0.500	0.509	0.281	0.482
	SE	(0.332)	(0.344)	(0.527)	(0.315)
	ESS	399	375	237	425
CSP Headquarters	Coefficient	0.118	0.098	0.086	0.093
	SE	(0.088)	(0.095)	(0.115)	(0.08)
	ESS	10,368	9,981	9,491	11,226
CSP Troop A	Coefficient	0.097	0.114	0.091	0.102*
	SE	(0.075)	(0.081)	(0.07)	(0.058)
	ESS	12,874	12,464	13,146	14,989
CSP Troop B	Coefficient	0.206	0.113	0.319*	0.205
	SE	(0.174)	(0.192)	(0.17)	(0.133)
	ESS	5,614	5,543	5,510	5,884
CSP Troop C	Coefficient	0.220***	0.140*	0.219***	0.180***
	SE	(0.059)	(0.073)	(0.078)	(0.056)
	ESS	22,278	21,116	20,664	22,645
CSP Troop D	Coefficient	0.053	0.053	-0.211**	-0.075
	SE	(0.09)	(0.109)	(0.1)	(0.077)
	ESS	14,619	14,285	14,058	15,061
CSP Troop E	Coefficient	0.128**	0.148**	-0.018	0.063
	SE	(0.059)	(0.068)	(0.078)	(0.054)
	ESS	17,393	16,720	16,285	18,013
CSP Troop F	Coefficient	0.026	0.028	0.190**	0.095
	SE	(0.07)	(0.08)	(0.082)	(0.06)
	ESS	17,815	17,298	17,051	18,653

Table III.C.7.2: Logistic Regression of Minority Status on Daylight with Officer Fixed-Effects by Department, All Traffic Stops 2013-16

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Troop G	Coefficient	0.121**	0.077	0.102	0.081
	SE	(0.061)	(0.064)	(0.066)	(0.051)
	ESS	12,610	12,032	11,865	14,966
CSP Troop H	Coefficient	0.211***	0.188**	0.232**	0.197***
	SE	(0.075)	(0.08)	(0.091)	(0.067)
	ESS	9,798	9,364	8,706	11,000
CSP Troop I	Coefficient	0.080	0.079	0.169	0.118
	SE	(0.088)	(0.095)	(0.104)	(0.076)
	ESS	7,360	7,043	6,785	8,088
CSP Troop K	Coefficient	0.126	0.132	0.217**	0.166**
	SE	(0.084)	(0.094)	(0.092)	(0.07)
	ESS	13,088	12,746	12,789	13,915
CSP Troop L	Coefficient	-0.105	-0.006	0.268**	0.147
	SE	(0.135)	(0.151)	(0.135)	(0.105)
	ESS	8,089	7,870	8,188	8,765

Table III.C.7.3: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations
2013-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ansonia	Coefficient	0.146	0.108	0.226*	0.168
	SE	(0.124)	(0.129)	(0.136)	(0.102)
	ESS	2,435	2,387	2,313	2,780
Avon	Coefficient	-0.333	-0.030	1.134	0.352
	SE	(0.477)	(0.552)	(0.909)	(0.449)
	ESS	447	366	310	453
Berlin	Coefficient	0.533**	0.545**	0.417**	0.420***
	SE	(0.229)	(0.246)	(0.189)	(0.159)
	ESS	1,893	1,839	1,918	2,113
Bethel	Coefficient	0.170	0.016	0.449	0.276
	SE	(0.286)	(0.336)	(0.274)	(0.223)
	ESS	1,492	1,409	1,540	1,654
Bloomfield	Coefficient	0.106	0.111	-0.148	0.083
	SE	(0.1)	(0.101)	(0.187)	(0.098)
	ESS	2,778	2,705	1,421	2,909
Branford	Coefficient	0.485	0.573	0.940**	0.746***
	SE	(0.345)	(0.367)	(0.371)	(0.266)
	ESS	1,574	1,567	1,576	1,703
Bridgeport	Coefficient	-0.226	-0.226	-0.193	-0.213
	SE	(0.15)	(0.152)	(0.167)	(0.143)
	ESS	1,305	1,262	994	1,800
Bristol	Coefficient	0.482***	0.488**	-0.203	0.069
	SE	(0.182)	(0.197)	(0.163)	(0.131)
	ESS	2,230	2,190	2,325	2,547
Brookfield	Coefficient	-0.671*	-0.668	-0.187	-0.355
	SE	(0.373)	(0.51)	(0.294)	(0.258)
	ESS	1,020	962	1,127	1,166
Capitol Police	Coefficient	0.154	0.178	0.997	0.553
	SE	(0.716)	(0.77)	(0.696)	(0.527)
	ESS	84	81	88	109
Central CT State University	Coefficient	0.081	0.130	0.393	0.253
	SE	(0.249)	(0.257)	(0.272)	(0.201)
	ESS	957	935	945	1,150
Canton	Coefficient	-0.159	-0.165	0.856	0.563
	SE	(0.75)	(0.696)	(0.929)	(0.574)
	ESS	481	137	277	435
Cheshire	Coefficient	-0.170	-0.209	0.116	-0.061
	SE	(0.2)	(0.218)	(0.245)	(0.169)
	ESS	2,004	1,941	1,915	2,081
Clinton	Coefficient	-0.561	0.052	0.614*	0.508*
	SE	(0.39)	(0.539)	(0.35)	(0.293)
	ESS	986	710	1,039	1,085
Coventry	Coefficient	-0.299	-0.819	0.344	-0.036
	SE	(0.536)	(0.696)	(0.466)	(0.373)
	ESS	381	263	304	414

Table III.C.7.3: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations
2013-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Cromwell	Coefficient	0.047	-0.036	-0.340	-0.109
	SE	(0.376)	(0.419)	(0.626)	(0.339)
	ESS	623	596	463	655
Department of Motor Vehicle	Coefficient	0.029	0.229	-0.299	0.067
	SE	(0.308)	(0.317)	(0.388)	(0.265)
	ESS	639	601	557	703
Danbury	Coefficient	0.541*	0.489	-0.040	0.062
	SE	(0.293)	(0.327)	(0.193)	(0.177)
	ESS	791	753	1,000	1,098
Darien	Coefficient	0.102	0.112	0.572**	0.337*
	SE	(0.244)	(0.27)	(0.252)	(0.194)
	ESS	952	924	979	1,082
Derby	Coefficient	0.006	0.211	-0.184	-0.050
	SE	(0.249)	(0.268)	(0.232)	(0.184)
	ESS	1,174	1,153	1,140	1,338
Eastern CT State University	Coefficient	0.820	0.820	0.568	0.647
	SE	(1.765)	(1.765)	(0.712)	(0.812)
	ESS	82	82	108	148
East Hampton	Coefficient	-0.224	-18.567***	821.832	0.807
	SE	(1.12)	(2.525)	(.)	(1.291)
	ESS	87	42	48	134
East Hartford	Coefficient	-0.190	-0.182	-0.087	-0.142
	SE	(0.155)	(0.156)	(0.172)	(0.139)
	ESS	1,442	1,404	1,188	1,906
East Haven	Coefficient	-0.274	-0.196	-0.299	-0.284
	SE	(0.291)	(0.349)	(0.234)	(0.201)
	ESS	936	864	1,044	1,119
East Windsor	Coefficient	0.553	0.513	1.377	0.745
	SE	(0.536)	(0.544)	(0.925)	(0.469)
	ESS	384	357	288	466
Easton	Coefficient	-1.185	-2.325	0.038	-0.289
	SE	(0.803)	(1.484)	(0.693)	(0.587)
	ESS	148	85	188	232
Enfield	Coefficient	0.003	-0.032	0.076	0.019
	SE	(0.121)	(0.137)	(0.158)	(0.108)
	ESS	4,523	4,413	4,230	4,655
Fairfield	Coefficient	-0.320***	-0.321**	-0.126	-0.249**
	SE	(0.123)	(0.136)	(0.158)	(0.109)
	ESS	3,111	3,004	2,934	3,359
Farmington	Coefficient	0.370*	0.330	0.034	0.190
	SE	(0.213)	(0.268)	(0.251)	(0.194)
	ESS	1,531	1,432	1,436	1,566
Glastonbury	Coefficient	0.003	-0.063	0.004	-0.017
	SE	(0.195)	(0.273)	(0.255)	(0.19)
	ESS	2,154	2,019	2,045	2,184

Table III.C.7.3: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations
2013-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Granby	Coefficient	-0.327	-0.156	0.468	0.149
	SE	(0.573)	(0.612)	(0.746)	(0.483)
	ESS	423	388	203	411
Greenwich	Coefficient	0.119	0.017	-0.035	-0.044
	SE	(0.169)	(0.212)	(0.162)	(0.138)
	ESS	1,783	1,662	1,794	1,996
Groton City	Coefficient	-0.111	-0.175	-0.364	-0.250
	SE	(0.259)	(0.311)	(0.311)	(0.236)
	ESS	886	828	814	952
Groton Long Point	Coefficient	67.500			
	SE	(.)			
	ESS	10			
Groton Town	Coefficient	0.593***	0.653***	0.390	0.574***
	SE	(0.188)	(0.212)	(0.239)	(0.17)
	ESS	1,651	1,570	1,511	1,701
Guilford	Coefficient	-0.136	-0.431	-0.222	-0.259
	SE	(0.273)	(0.412)	(0.302)	(0.249)
	ESS	2,340	2,149	2,204	2,420
Hamden	Coefficient	0.185	0.171	0.053	0.144
	SE	(0.167)	(0.168)	(0.256)	(0.155)
	ESS	1,203	1,189	864	1,308
Hartford	Coefficient	-0.030	-0.008	-0.033	-0.001
	SE	(0.169)	(0.171)	(0.187)	(0.161)
	ESS	1,282	1,262	949	1,734
Madison	Coefficient	0.011	0.119	1.326**	0.701**
	SE	(0.353)	(0.471)	(0.515)	(0.336)
	ESS	1,222	1,108	1,306	1,398
Manchester	Coefficient	0.146	0.159	-0.108	0.061
	SE	(0.11)	(0.121)	(0.14)	(0.1)
	ESS	2,647	2,506	2,288	2,915
Meriden	Coefficient	0.155	0.276	0.047	0.098
	SE	(0.254)	(0.266)	(0.201)	(0.176)
	ESS	716	699	869	1,014
Middletown	Coefficient	0.290	0.241	-0.091	0.122
	SE	(0.217)	(0.224)	(0.29)	(0.188)
	ESS	938	919	794	1,003
Milford	Coefficient	-0.241	-0.295	-0.113	-0.184
	SE	(0.26)	(0.315)	(0.314)	(0.228)
	ESS	1,053	1,005	982	1,101
Monroe	Coefficient	-0.101	0.089	0.657**	0.393**
	SE	(0.222)	(0.255)	(0.268)	(0.192)
	ESS	2,053	2,012	2,076	2,208
Naugatuck	Coefficient	0.080	-0.033	0.072	0.006
	SE	(0.22)	(0.236)	(0.181)	(0.154)
	ESS	1,935	1,902	1,994	2,156

Table III.C.7.3: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations
2013-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
New Britain	Coefficient	0.061	0.009	0.034	0.030
	SE	(0.118)	(0.122)	(0.095)	(0.088)
	ESS	2,256	2,188	3,009	3,598
New Canaan	Coefficient	0.236	0.494*	0.308	0.379**
	SE	(0.225)	(0.295)	(0.227)	(0.187)
	ESS	2,409	2,327	2,415	2,524
New Haven	Coefficient	-0.089	-0.081	0.066	-0.030
	SE	(0.071)	(0.072)	(0.084)	(0.065)
	ESS	6,567	6,431	4,816	8,170
New London	Coefficient	-0.051	0.014	0.162	0.028
	SE	(0.238)	(0.259)	(0.211)	(0.181)
	ESS	882	827	928	1,086
New Milford	Coefficient	0.219	0.203	0.623***	0.456**
	SE	(0.259)	(0.299)	(0.237)	(0.191)
	ESS	1,891	1,758	1,990	2,100
Newington	Coefficient	0.019	0.003	-0.048	-0.046
	SE	(0.166)	(0.185)	(0.157)	(0.128)
	ESS	1,918	1,822	2,001	2,230
Newtown	Coefficient	0.204	0.173	-0.088	0.036
	SE	(0.165)	(0.201)	(0.183)	(0.138)
	ESS	5,625	5,505	5,545	5,841
North Branford	Coefficient	-0.275	-0.576	1.967**	0.141
	SE	(0.726)	(1.199)	(0.862)	(0.604)
	ESS	139	61	152	224
North Haven	Coefficient	0.375	0.360	-0.079	0.121
	SE	(0.238)	(0.257)	(0.291)	(0.203)
	ESS	1,103	1,078	991	1,162
Norwalk	Coefficient	0.431**	0.393**	-0.037	0.183
	SE	(0.188)	(0.192)	(0.2)	(0.158)
	ESS	1,038	1,010	978	1,271
Norwich	Coefficient	-0.514***	-0.368**	0.405**	-0.012
	SE	(0.158)	(0.166)	(0.18)	(0.132)
	ESS	1,783	1,705	1,630	1,984
Old Saybrook	Coefficient	0.147	0.110	0.137	0.053
	SE	(0.271)	(0.326)	(0.341)	(0.244)
	ESS	1,573	1,414	1,548	1,651
Orange	Coefficient	0.226	0.034	-0.299	-0.074
	SE	(0.161)	(0.172)	(0.222)	(0.145)
	ESS	1,732	1,664	1,532	1,863
Plainfield	Coefficient	-0.143	-0.216	-0.111	-0.167
	SE	(0.557)	(0.563)	(0.556)	(0.403)
	ESS	518	516	469	626
Plainville	Coefficient	0.077	-0.127	-0.144	-0.194
	SE	(0.276)	(0.32)	(0.257)	(0.212)
	ESS	1,433	1,405	1,498	1,583

Table III.C.7.3: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations
2013-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Plymouth	Coefficient	0.606	0.790	-0.737	0.073
	SE	(0.554)	(0.597)	(0.687)	(0.479)
	ESS	611	539	507	693
Putnam	Coefficient	0.384	0.501	-0.312	0.279
	SE	(0.68)	(0.69)	(1.607)	(0.618)
	ESS	324	259	97	398
Redding	Coefficient	0.091	0.040	0.156	0.088
	SE	(0.459)	(0.51)	(0.452)	(0.349)
	ESS	740	629	737	841
Ridgefield	Coefficient	0.411*	0.059	0.282	0.210
	SE	(0.225)	(0.29)	(0.193)	(0.164)
	ESS	3,165	2,968	3,246	3,391
Rocky Hill	Coefficient	0.048	-0.063	0.071	-0.003
	SE	(0.183)	(0.217)	(0.225)	(0.165)
	ESS	1,867	1,772	1,755	1,955
Southern CT State University	Coefficient	-0.053	-0.085	0.148	-0.021
	SE	(0.321)	(0.325)	(0.677)	(0.308)
	ESS	368	363	155	399
Seymour	Coefficient	0.241	0.270	0.512*	0.396**
	SE	(0.251)	(0.268)	(0.275)	(0.198)
	ESS	2,212	2,190	2,122	2,311
Shelton	Coefficient	0.561	0.426	0.404	0.514
	SE	(0.835)	(1.172)	(0.781)	(0.562)
	ESS	111	73	109	192
Simsbury	Coefficient	0.420	0.165	0.475	0.253
	SE	(0.32)	(0.365)	(0.48)	(0.288)
	ESS	1,798	1,667	1,535	1,777
South Windsor	Coefficient	-0.093	-0.081	0.467	0.143
	SE	(0.217)	(0.258)	(0.315)	(0.208)
	ESS	1,133	1,078	991	1,159
Southington	Coefficient	0.267	0.453	0.152	0.269
	SE	(0.386)	(0.428)	(0.265)	(0.232)
	ESS	2,394	2,261	2,499	2,564
Stamford	Coefficient	-0.148	-0.202	0.080	-0.065
	SE	(0.157)	(0.177)	(0.166)	(0.132)
	ESS	1,611	1,522	1,587	1,864
Stonington	Coefficient	-0.019	0.285	-0.453	0.031
	SE	(0.325)	(0.374)	(0.627)	(0.348)
	ESS	995	953	552	1,069
Stratford	Coefficient	-0.021	0.029	-0.169	-0.049
	SE	(0.279)	(0.288)	(0.301)	(0.239)
	ESS	432	418	380	536
Suffield	Coefficient	-0.139	0.402	-0.957*	-0.200
	SE	(0.415)	(0.528)	(0.505)	(0.355)
	ESS	549	478	426	596

Table III.C.7.3: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations
2013-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Thomaston	Coefficient	0.045	0.902	-0.492	-0.019
	SE	(0.8)	(1.163)	(0.804)	(0.594)
	ESS	216	148	229	361
Torrington	Coefficient	-0.286	-0.287	-0.204	-0.249
	SE	(0.28)	(0.314)	(0.258)	(0.206)
	ESS	2,029	1,954	1,996	2,147
Trumbull	Coefficient	-0.216	-0.244	0.109	-0.082
	SE	(0.221)	(0.254)	(0.278)	(0.193)
	ESS	728	672	693	821
University of Connecticut	Coefficient	-0.099	-0.247	-0.191	-0.321
	SE	(0.27)	(0.393)	(0.438)	(0.314)
	ESS	664	579	505	634
Vernon	Coefficient	0.423*	0.426*	-0.229	0.131
	SE	(0.221)	(0.225)	(0.255)	(0.176)
	ESS	1,669	1,656	1,558	1,793
Western CT State University	Coefficient	0.000	0.000		
	SE	(.)	(.)		
	ESS	5	7		
Wallingford	Coefficient	0.262	0.316	0.227	0.255*
	SE	(0.188)	(0.213)	(0.181)	(0.145)
	ESS	2,361	2,310	2,396	2,561
Waterbury	Coefficient	0.690*	0.749**	0.523	0.673**
	SE	(0.352)	(0.36)	(0.352)	(0.283)
	ESS	352	349	341	488
Waterford	Coefficient	0.062	0.127	0.256	0.217
	SE	(0.167)	(0.194)	(0.195)	(0.144)
	ESS	2,078	2,012	2,040	2,243
Watertown	Coefficient	-0.549	-0.029	-0.153	-0.114
	SE	(0.686)	(0.789)	(0.506)	(0.443)
	ESS	379	285	510	592
West Hartford	Coefficient	-0.066	-0.006	-0.152	-0.083
	SE	(0.144)	(0.168)	(0.156)	(0.123)
	ESS	2,212	2,090	2,123	2,442
West Haven	Coefficient	0.001	0.060	0.049	0.028
	SE	(0.153)	(0.159)	(0.16)	(0.128)
	ESS	1,585	1,550	1,495	1,907
Weston	Coefficient	-0.332	0.676	0.000	-0.948
	SE	(1.757)	(1.576)	(.)	(1.633)
	ESS	36	29	9	51
Westport	Coefficient	0.069	0.026	0.183	0.124
	SE	(0.151)	(0.17)	(0.188)	(0.132)
	ESS	2,755	2,678	2,623	2,916
Wethersfield	Coefficient	0.277	0.243	0.072	0.149
	SE	(0.194)	(0.203)	(0.178)	(0.147)
	ESS	1,133	1,108	1,178	1,391

Table III.C.7.3: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations
2013-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Willimantic	Coefficient	0.218	0.157	0.254	0.251
	SE	(0.381)	(0.386)	(0.224)	(0.208)
	ESS	466	441	711	769
Wilton	Coefficient	0.180	0.113	-0.058	0.004
	SE	(0.199)	(0.244)	(0.192)	(0.159)
	ESS	2,055	1,976	2,105	2,244
Windsor	Coefficient	0.021	-0.037	0.369**	0.041
	SE	(0.116)	(0.118)	(0.179)	(0.111)
	ESS	2,262	2,170	1,496	2,441
Windsor Locks	Coefficient	0.261	0.215	0.516	0.329
	SE	(0.224)	(0.238)	(0.336)	(0.204)
	ESS	1,099	1,069	981	1,158
Winsted	Coefficient	2.860*	2.605*	-0.933	0.691
	SE	(1.594)	(1.441)	(1.002)	(0.803)
	ESS	287	278	203	329
Wolcott	Coefficient	1.160	1.174	1.682**	1.319**
	SE	(0.809)	(0.824)	(0.832)	(0.638)
	ESS	205	189	208	287
Woodbridge	Coefficient	-0.189	-0.037	0.332	0.140
	SE	(0.269)	(0.286)	(0.388)	(0.25)
	ESS	618	597	516	663
Yale University	Coefficient	0.082	0.030	-0.539	-0.067
	SE	(0.243)	(0.255)	(0.463)	(0.237)
	ESS	488	457	278	511
CSP Headquarters	Coefficient	0.141	0.120	0.143	0.142
	SE	(0.103)	(0.112)	(0.143)	(0.095)
	ESS	6,336	6,055	5,687	6,741
CSP Troop A	Coefficient	-0.015	-0.039	-0.084	-0.074
	SE	(0.113)	(0.127)	(0.108)	(0.088)
	ESS	5,872	5,674	5,911	6,579
CSP Troop B	Coefficient	0.399*	0.129	0.643**	0.357*
	SE	(0.219)	(0.252)	(0.252)	(0.186)
	ESS	2,959	2,910	2,851	3,131
CSP Troop C	Coefficient	0.346***	0.214**	0.186*	0.207***
	SE	(0.073)	(0.094)	(0.1)	(0.072)
	ESS	10,919	10,208	10,048	10,954
CSP Troop D	Coefficient	0.313**	0.388**	-0.094	0.119
	SE	(0.124)	(0.16)	(0.14)	(0.109)
	ESS	6,151	5,950	5,932	6,292
CSP Troop E	Coefficient	0.078	0.039	-0.025	0.005
	SE	(0.07)	(0.083)	(0.096)	(0.067)
	ESS	10,526	10,032	9,710	10,783
CSP Troop F	Coefficient	0.109	0.121	0.224**	0.149*
	SE	(0.09)	(0.104)	(0.109)	(0.079)
	ESS	8,645	8,348	8,247	9,052

Table III.C.7.3: Logistic Regression of Minority Status on Daylight by Department, All Moving Violations 2013-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Troop G	Coefficient	0.327***	0.252***	0.137	0.187***
	SE	(0.079)	(0.085)	(0.089)	(0.068)
	ESS	6,745	6,374	6,170	7,747
CSP Troop H	Coefficient	0.245**	0.227**	0.206*	0.217**
	SE	(0.099)	(0.107)	(0.12)	(0.087)
	ESS	5,513	5,243	4,906	6,111
CSP Troop I	Coefficient	0.091	0.065	0.116	0.087
	SE	(0.113)	(0.125)	(0.139)	(0.101)
	ESS	4,024	3,840	3,665	4,345
CSP Troop K	Coefficient	0.221**	0.222*	0.245**	0.221**
	SE	(0.105)	(0.119)	(0.125)	(0.091)
	ESS	7,273	7,063	6,974	7,540
CSP Troop L	Coefficient	0.133	0.229	0.170	0.194
	SE	(0.189)	(0.216)	(0.214)	(0.157)
	ESS	3,415	3,352	3,444	3,621

Table III.C.7.4: Logistic Regression of Minority Status on Daylight with Officer Fixed-Effects by Department, All Moving Violations 2013-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ansonia	Coefficient	0.130	0.104	0.253*	0.176
	SE	(0.13)	(0.135)	(0.143)	(0.108)
	ESS	2,385	2,339	2,247	2,724
Avon	Coefficient	-0.264	0.325	2.032**	0.776
	SE	(0.576)	(0.69)	(1.003)	(0.551)
	ESS	392	294	218	377
Berlin	Coefficient	0.345	0.369	0.256	0.277*
	SE	(0.238)	(0.256)	(0.195)	(0.165)
	ESS	1,803	1,726	1,823	2,025
Bethel	Coefficient	0.208	0.025	0.299	0.188
	SE	(0.348)	(0.397)	(0.356)	(0.265)
	ESS	1,116	1,032	1,105	1,267
Bloomfield	Coefficient	0.131	0.146	-0.230	0.102
	SE	(0.108)	(0.109)	(0.205)	(0.106)
	ESS	2,628	2,561	1,330	2,754
Branford	Coefficient	0.595	0.763*	1.003**	0.853***
	SE	(0.382)	(0.41)	(0.415)	(0.296)
	ESS	1,382	1,357	1,314	1,546
Bridgeport	Coefficient	-0.319	-0.336	-0.052	-0.233
	SE	(0.24)	(0.244)	(0.268)	(0.223)
	ESS	826	799	586	1,136
Bristol	Coefficient	0.380*	0.389*	-0.092	0.093
	SE	(0.205)	(0.219)	(0.179)	(0.143)
	ESS	2,089	2,021	2,165	2,404
Brookfield	Coefficient	-0.996**	-1.271**	-0.309	-0.597**
	SE	(0.418)	(0.608)	(0.342)	(0.293)
	ESS	860	723	919	981
Capitol Police	Coefficient	-175.269	2.934	1.974	
	SE	(.)	(2.405)	(1.309)	
	ESS	14	30	46	
Central CT State University	Coefficient	0.076	0.110	0.196	0.107
	SE	(0.266)	(0.282)	(0.311)	(0.227)
	ESS	928	899	871	1,120
Canton	Coefficient	-0.079	-1.321	0.765	0.627
	SE	(0.809)	(1.434)	(0.78)	(0.641)
	ESS	450	113	213	366
Cheshire	Coefficient	-0.286	-0.301	0.178	-0.092
	SE	(0.237)	(0.254)	(0.294)	(0.194)
	ESS	1,721	1,679	1,618	1,869
Clinton	Coefficient	-0.419	0.770	0.320	0.461
	SE	(0.427)	(0.641)	(0.396)	(0.344)
	ESS	842	502	929	964
Coventry	Coefficient	-0.358	-1.884**	-0.022	-0.393
	SE	(0.659)	(0.884)	(0.546)	(0.465)
	ESS	316	193	261	363

Table III.C.7.4: Logistic Regression of Minority Status on Daylight with Officer Fixed-Effects by Department, All Moving Violations 2013-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Cromwell	Coefficient	0.263	0.070	-1.150	-0.248
	SE	(0.545)	(0.659)	(0.918)	(0.48)
	ESS	334	302	195	417
DMV	Coefficient	-0.205	0.030	0.249	0.219
	SE	(0.43)	(0.45)	(0.442)	(0.35)
	ESS	420	364	354	478
Danbury	Coefficient	0.340	0.152	-0.408	-0.267
	SE	(0.406)	(0.462)	(0.272)	(0.246)
	ESS	506	451	671	746
Darien	Coefficient	-0.079	0.018	0.448*	0.232
	SE	(0.281)	(0.308)	(0.271)	(0.214)
	ESS	830	783	863	948
Derby	Coefficient	0.076	0.304	-0.140	0.035
	SE	(0.291)	(0.313)	(0.279)	(0.217)
	ESS	1,062	1,037	1,000	1,207
Eastern CT State University	Coefficient	64.126	64.126	0.851	1.186
	SE	(.)	(.)	(1.105)	(0.967)
	ESS	25	25	73	85
East Hampton	Coefficient	1.256	406.690	10.148***	
	SE	(2.017)	(.)	(1.592)	
	ESS	40	15	30	
East Hartford	Coefficient	-0.242	-0.234	-0.072	-0.172
	SE	(0.169)	(0.17)	(0.19)	(0.151)
	ESS	1,277	1,241	1,046	1,705
East Haven	Coefficient	-0.259	-0.158	-0.064	-0.077
	SE	(0.335)	(0.412)	(0.273)	(0.236)
	ESS	775	700	897	977
East Windsor	Coefficient	1.071	1.088	0.832	0.740
	SE	(0.78)	(0.818)	(2.476)	(0.714)
	ESS	219	201	109	268
Easton	Coefficient	-50.294***	0.000	-0.890	-1.678
	SE	(11.281)	(.)	(1.734)	(1.289)
	ESS	55	14	48	74
Enfield	Coefficient	-0.027	-0.053	0.032	0.006
	SE	(0.141)	(0.159)	(0.182)	(0.125)
	ESS	3,855	3,699	3,590	4,085
Fairfield	Coefficient	-0.294**	-0.311**	0.061	-0.181
	SE	(0.132)	(0.148)	(0.172)	(0.118)
	ESS	2,943	2,792	2,781	3,206
Farmington	Coefficient	0.264	0.193	0.186	0.197
	SE	(0.218)	(0.275)	(0.293)	(0.207)
	ESS	1,445	1,345	1,295	1,474
Glastonbury	Coefficient	0.078	0.083	0.057	0.065
	SE	(0.204)	(0.291)	(0.275)	(0.203)
	ESS	2,027	1,848	1,856	2,057

Table III.C.7.4: Logistic Regression of Minority Status on Daylight with Officer Fixed-Effects by Department, All Moving Violations 2013-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Granby	Coefficient	-0.282	-0.064	0.335	0.189
	SE	(0.559)	(0.623)	(0.763)	(0.487)
	ESS	342	309	167	357
Greenwich	Coefficient	0.415**	0.309	0.257	0.194
	SE	(0.205)	(0.263)	(0.208)	(0.17)
	ESS	1,536	1,347	1,531	1,715
Groton City	Coefficient	-0.187	-0.265	-0.517	-0.367
	SE	(0.28)	(0.337)	(0.348)	(0.257)
	ESS	801	744	725	856
Groton Town	Coefficient	0.349	0.413*	0.518*	0.495**
	SE	(0.223)	(0.251)	(0.293)	(0.201)
	ESS	1,277	1,218	1,149	1,391
Guilford	Coefficient	-0.117	-0.498	-0.185	-0.266
	SE	(0.308)	(0.484)	(0.353)	(0.292)
	ESS	1,719	1,130	1,594	1,984
Hamden	Coefficient	0.190	0.161	0.092	0.144
	SE	(0.196)	(0.199)	(0.323)	(0.18)
	ESS	1,093	1,079	742	1,190
Hartford	Coefficient	-0.197	-0.194	0.029	-0.070
	SE	(0.289)	(0.297)	(0.306)	(0.257)
	ESS	766	754	575	1,014
Madison	Coefficient	0.114	0.214	1.423**	0.711*
	SE	(0.397)	(0.538)	(0.573)	(0.375)
	ESS	1,088	993	1,082	1,304
Manchester	Coefficient	0.262**	0.228*	-0.041	0.127
	SE	(0.124)	(0.136)	(0.155)	(0.111)
	ESS	2,444	2,306	2,044	2,708
Meriden	Coefficient	0.056	0.122	0.099	0.060
	SE	(0.437)	(0.454)	(0.347)	(0.3)
	ESS	340	336	415	484
Middletown	Coefficient	0.708**	0.657**	-0.211	0.310
	SE	(0.29)	(0.307)	(0.344)	(0.233)
	ESS	710	682	627	805
Milford	Coefficient	-0.457	-0.711	-0.066	-0.270
	SE	(0.372)	(0.517)	(0.533)	(0.352)
	ESS	532	386	395	488
Monroe	Coefficient	-0.108	0.059	0.588**	0.358*
	SE	(0.246)	(0.284)	(0.286)	(0.206)
	ESS	1,989	1,927	1,910	2,134
Naugatuck	Coefficient	0.123	-0.012	0.135	0.052
	SE	(0.23)	(0.246)	(0.195)	(0.163)
	ESS	1,841	1,811	1,899	2,063
New Britain	Coefficient	0.015	-0.025	0.015	0.000
	SE	(0.134)	(0.14)	(0.107)	(0.097)
	ESS	2,006	1,938	2,708	3,234

Table III.C.7.4: Logistic Regression of Minority Status on Daylight with Officer Fixed-Effects by Department, All Moving Violations 2013-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
New Canaan	Coefficient	0.207	0.438	0.400	0.425**
	SE	(0.239)	(0.322)	(0.251)	(0.204)
	ESS	2,358	2,278	2,351	2,458
New Haven	Coefficient	0.123	0.135	0.125	0.128*
	SE	(0.087)	(0.088)	(0.099)	(0.077)
	ESS	5,248	5,159	3,859	6,566
New London	Coefficient	0.247	0.399	0.336	0.312
	SE	(0.295)	(0.326)	(0.282)	(0.234)
	ESS	675	619	690	818
New Milford	Coefficient	-0.011	0.105	0.831***	0.585***
	SE	(0.315)	(0.339)	(0.268)	(0.218)
	ESS	1,412	1,290	1,559	1,688
Newington	Coefficient	0.076	0.084	-0.045	0.003
	SE	(0.173)	(0.192)	(0.164)	(0.135)
	ESS	1,792	1,685	1,872	2,091
Newtown	Coefficient	0.162	0.103	-0.139	-0.014
	SE	(0.178)	(0.216)	(0.191)	(0.146)
	ESS	5,375	5,154	5,261	5,631
North Branford	Coefficient	0.127	2.025	2.850**	0.781
	SE	(1.017)	(1.545)	(1.305)	(0.879)
	ESS	106	48	95	190
North Haven	Coefficient	0.396	0.291	-0.007	0.079
	SE	(0.281)	(0.303)	(0.339)	(0.24)
	ESS	1,017	995	852	1,077
Norwalk	Coefficient	0.567**	0.550**	0.200	0.335*
	SE	(0.228)	(0.236)	(0.242)	(0.189)
	ESS	834	795	752	1,009
Norwich	Coefficient	-0.512***	-0.323	0.589***	0.100
	SE	(0.187)	(0.198)	(0.222)	(0.159)
	ESS	1,393	1,329	1,224	1,570
Old Saybrook	Coefficient	0.099	0.013	-0.041	-0.029
	SE	(0.335)	(0.398)	(0.354)	(0.285)
	ESS	1,135	911	1,132	1,273
Orange	Coefficient	0.209	0.036	-0.469*	-0.152
	SE	(0.179)	(0.194)	(0.24)	(0.158)
	ESS	1,652	1,588	1,460	1,782
Plainfield	Coefficient	-0.293	-0.103	-0.030	-0.141
	SE	(0.788)	(0.833)	(0.866)	(0.607)
	ESS	252	226	238	403
Plainville	Coefficient	-0.008	-0.143	-0.137	-0.186
	SE	(0.3)	(0.347)	(0.279)	(0.227)
	ESS	1,350	1,239	1,382	1,488
Plymouth	Coefficient	0.359	0.528	-1.040	0.142
	SE	(0.604)	(0.607)	(1.069)	(0.504)
	ESS	538	461	356	613

Table III.C.7.4: Logistic Regression of Minority Status on Daylight with Officer Fixed-Effects by Department, All Moving Violations 2013-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Putnam	Coefficient	-0.484	-0.691	-77.194	-0.850
	SE	(0.845)	(0.877)	(.)	(0.77)
	ESS	229	168	28	220
Redding	Coefficient	0.058	0.144	0.248	0.154
	SE	(0.459)	(0.543)	(0.477)	(0.371)
	ESS	669	553	712	813
Ridgefield	Coefficient	0.295	-0.074	0.266	0.158
	SE	(0.23)	(0.304)	(0.211)	(0.174)
	ESS	3,049	2,822	3,162	3,305
Rocky Hill	Coefficient	0.040	0.020	0.154	0.071
	SE	(0.208)	(0.244)	(0.26)	(0.185)
	ESS	1,739	1,633	1,587	1,831
Southern CT State University	Coefficient	-0.225	-0.277	0.257	-0.209
	SE	(0.436)	(0.443)	(1.084)	(0.415)
	ESS	317	313	118	344
Seymour	Coefficient	0.198	0.271	0.425	0.343
	SE	(0.269)	(0.292)	(0.293)	(0.212)
	ESS	2,034	2,012	1,972	2,149
Shelton	Coefficient	2.652	193.840	1.000	1.318
	SE	(1.682)	(.)	(2.153)	(1.248)
	ESS	74	44	44	92
Simsbury	Coefficient	0.246	-0.011	0.159	0.051
	SE	(0.336)	(0.387)	(0.475)	(0.298)
	ESS	1,602	1,483	1,206	1,585
South Windsor	Coefficient	-0.057	-0.041	0.463	0.191
	SE	(0.24)	(0.277)	(0.336)	(0.224)
	ESS	1,102	1,027	927	1,133
Southington	Coefficient	-0.058	0.167	-0.071	0.037
	SE	(0.417)	(0.457)	(0.274)	(0.24)
	ESS	2,136	1,989	2,005	2,347
Stamford	Coefficient	-0.183	-0.300	0.258	0.019
	SE	(0.225)	(0.257)	(0.242)	(0.193)
	ESS	1,162	1,084	1,153	1,337
Stonington	Coefficient	0.060	0.411	-0.451	0.194
	SE	(0.392)	(0.464)	(0.669)	(0.408)
	ESS	829	700	283	877
Stratford	Coefficient	-0.038	0.036	0.870*	0.286
	SE	(0.393)	(0.411)	(0.52)	(0.331)
	ESS	269	258	213	330
Suffield	Coefficient	-0.165	0.424	-0.081	0.298
	SE	(0.478)	(0.727)	(0.591)	(0.439)
	ESS	430	332	254	469
Thomaston	Coefficient	-0.325	16.841***	-0.327	0.015
	SE	(1.237)	(1.33)	(1.647)	(0.902)
	ESS	70	23	90	163

Table III.C.7.4: Logistic Regression of Minority Status on Daylight with Officer Fixed-Effects by Department, All Moving Violations 2013-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Torrington	Coefficient	-0.271	-0.341	0.148	-0.103
	SE	(0.354)	(0.415)	(0.307)	(0.256)
	ESS	1,606	1,534	1,688	1,891
Trumbull	Coefficient	0.188	0.199	0.241	0.219
	SE	(0.262)	(0.292)	(0.364)	(0.236)
	ESS	639	594	462	735
University of Connecticut	Coefficient	-0.093	-0.401	0.018	-0.279
	SE	(0.306)	(0.482)	(0.52)	(0.38)
	ESS	579	492	390	545
Vernon	Coefficient	0.533**	0.513**	-0.235	0.192
	SE	(0.24)	(0.244)	(0.265)	(0.187)
	ESS	1,514	1,502	1,349	1,634
Western CT State University	Coefficient	0.000			
	SE	(.)			
	ESS	7			
Wallingford	Coefficient	0.422*	0.521**	0.272	0.329*
	SE	(0.223)	(0.263)	(0.22)	(0.177)
	ESS	1,808	1,697	1,810	2,051
Waterbury	Coefficient	0.000	0.000	145.216***	52.410
	SE	(.)	(.)	(6.634)	(18177166.684)
	ESS	22	22	39	59
Waterford	Coefficient	0.058	0.161	0.217	0.234
	SE	(0.183)	(0.21)	(0.21)	(0.157)
	ESS	2,028	1,964	1,964	2,188
Watertown	Coefficient	0.120	0.541	-0.401	-0.256
	SE	(1.125)	(1.314)	(0.694)	(0.632)
	ESS	155	133	216	297
West Hartford	Coefficient	0.067	0.193	-0.077	0.074
	SE	(0.157)	(0.18)	(0.171)	(0.136)
	ESS	2,027	1,909	1,965	2,305
West Haven	Coefficient	0.093	0.208	0.080	0.119
	SE	(0.217)	(0.223)	(0.215)	(0.177)
	ESS	1,324	1,293	1,242	1,589
Weston	Coefficient	0.000	0.000		
	SE	(.)	(.)		
	ESS	8	13		
Westport	Coefficient	-0.027	-0.071	0.143	0.063
	SE	(0.163)	(0.186)	(0.21)	(0.146)
	ESS	2,339	2,242	2,211	2,496
Wethersfield	Coefficient	0.330	0.299	0.087	0.189
	SE	(0.218)	(0.229)	(0.203)	(0.164)
	ESS	1,025	1,003	1,067	1,270
Willimantic	Coefficient	0.685	0.543	0.217	0.282
	SE	(0.444)	(0.448)	(0.285)	(0.262)
	ESS	320	291	552	600

Table III.C.7.4: Logistic Regression of Minority Status on Daylight with Officer Fixed-Effects by Department, All Moving Violations 2013-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Wilton	Coefficient	0.151	0.104	-0.023	0.029
	SE	(0.21)	(0.258)	(0.208)	(0.171)
	ESS	1,951	1,828	2,018	2,149
Windsor	Coefficient	-0.057	-0.119	0.657***	0.021
	SE	(0.133)	(0.135)	(0.21)	(0.126)
	ESS	2,037	1,957	1,344	2,193
Windsor Locks	Coefficient	0.241	0.187	0.449	0.284
	SE	(0.236)	(0.252)	(0.363)	(0.217)
	ESS	1,070	1,040	896	1,125
Winsted	Coefficient	21.181***	20.405***	-2.366*	0.949
	SE	(3.76)	(2.319)	(1.346)	(1.113)
	ESS	159	152	115	203
Wolcott	Coefficient	1.442	1.442	2.572***	1.937**
	SE	(1.26)	(1.26)	(0.986)	(0.788)
	ESS	99	99	147	195
Woodbridge	Coefficient	0.005	0.107	0.391	0.207
	SE	(0.297)	(0.317)	(0.391)	(0.264)
	ESS	590	571	492	632
Yale	Coefficient	0.071	0.012	-0.150	0.066
	SE	(0.505)	(0.546)	(0.934)	(0.471)
	ESS	233	217	104	249
CSP Headquarters	Coefficient	0.143	0.093	0.007	0.061
	SE	(0.114)	(0.123)	(0.16)	(0.105)
	ESS	5,890	5,624	5,210	6,235
CSP Troop A	Coefficient	-0.033	-0.014	-0.016	-0.021
	SE	(0.116)	(0.13)	(0.115)	(0.094)
	ESS	5,487	5,174	5,477	6,192
CSP Troop B	Coefficient	0.396*	0.127	0.383	0.225
	SE	(0.239)	(0.267)	(0.255)	(0.196)
	ESS	2,748	2,653	2,509	2,967
CSP Troop C	Coefficient	0.234***	0.079	0.138	0.121
	SE	(0.079)	(0.099)	(0.108)	(0.077)
	ESS	10,617	9,903	9,494	10,675
CSP Troop D	Coefficient	0.394***	0.460***	-0.112	0.146
	SE	(0.13)	(0.168)	(0.15)	(0.116)
	ESS	5,977	5,783	5,531	6,121
CSP Troop E	Coefficient	0.118	0.085	-0.002	0.043
	SE	(0.074)	(0.088)	(0.102)	(0.071)
	ESS	10,155	9,673	9,334	10,446
CSP Troop F	Coefficient	0.118	0.126	0.255**	0.165*
	SE	(0.096)	(0.112)	(0.116)	(0.085)
	ESS	8,239	7,881	7,730	8,751
CSP Troop G	Coefficient	0.264***	0.199**	0.052	0.116
	SE	(0.083)	(0.09)	(0.095)	(0.072)
	ESS	6,577	6,212	5,982	7,554

Table III.C.7.4: Logistic Regression of Minority Status on Daylight with Officer Fixed-Effects by Department, All Moving Violations 2013-2016

Department	VOD Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Troop H	Coefficient	0.237**	0.191*	0.218*	0.196**
	SE	(0.105)	(0.114)	(0.128)	(0.094)
	ESS	5,169	4,922	4,581	5,747
CSP Troop I	Coefficient	0.188	0.178	0.189	0.194*
	SE	(0.122)	(0.133)	(0.151)	(0.108)
	ESS	3,856	3,641	3,414	4,121
CSP Troop K	Coefficient	0.260**	0.249**	0.290**	0.248**
	SE	(0.111)	(0.127)	(0.138)	(0.098)
	ESS	6,961	6,630	6,080	7,255
CSP Troop L	Coefficient	0.015	0.063	0.347	0.200
	SE	(0.209)	(0.236)	(0.236)	(0.172)
	ESS	2,885	2,788	2,837	3,185

Table III.D.1.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2013-2016

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ansonia	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	305,077	305,077	305,077	305,077
Avon	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	193,044	193,044	193,044	193,044
Berlin	Coefficient	13.452***	-0.263***	0.507***	0.134***
	SE	(0.023)	(0.032)	(0.032)	(0.024)
	ESS	271,655	271,655	271,655	271,655
Bethel	Coefficient	-1.192***	-1.348***	3.063***	157.379***
	SE	(0.038)	(0.044)	(0.031)	(0.026)
	ESS	258,671	258,671	258,671	258,671
Bloomfield	Coefficient	1.331***	1.425***	1.603***	0.786***
	SE	(0.019)	(0.019)	(0.032)	(0.019)
	ESS	411,921	411,921	411,921	411,921
Branford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	123,329	123,329	123,329	123,329
Bridgeport	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	169,499	169,499	169,499	169,499
Bristol	Coefficient	-1.303***	-1.413***	-0.963***	-1.540***
	SE	(0.037)	(0.039)	(0.036)	(0.032)
	ESS	236,459	236,459	236,459	236,459
Brookfield	Coefficient	-0.521***	4.287***	-1.042***	-1.981***
	SE	(0.049)	(0.059)	(0.042)	(0.035)
	ESS	474,222	474,222	474,222	474,222
Canton	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	112,756	112,756	112,756	112,756
Cheshire	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	517,105	517,105	517,105	517,105
Clinton	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	16,867	16,867	16,867	16,867
Coventry	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	98,557	98,557	98,557	98,557
Cromwell	Coefficient	0.122***	0.163***	14.777***	-0.172***
	SE	(0.041)	(0.043)	(0.061)	(0.037)
	ESS	134,719	134,719	134,719	134,719

Table III.D.1.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2013-2016

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Danbury	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	189,786	189,786	189,786	189,786
Darien	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	187,249	187,249	187,249	187,249
Derby	Coefficient	-0.270***	-0.224***	-0.376***	-0.366***
	SE	(0.029)	(0.03)	(0.032)	(0.024)
	ESS	410,998	410,998	410,998	410,998
East Hampton	Coefficient	-0.671***	-0.600***	-0.888***	29.994***
	SE	(0.118)	(0.13)	(0.149)	(0.099)
	ESS				
East Hartford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	253,231	253,231	253,231	253,231
East Haven	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	134,888	134,888	134,888	134,888
East Windsor	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	2,999	2,999	2,999	2,999
Easton	Coefficient	5.834***	11.669***	-0.319***	-0.933***
	SE	(0.108)	(0.124)	(0.087)	(0.074)
	ESS	314,421	314,421	314,421	314,421
Enfield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	145,747	145,747	145,747	145,747
Fairfield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	227,258	227,258	227,258	227,258
Farmington	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	204,310	204,310	204,310	204,310
Glastonbury	Coefficient	-18.852***	-0.216***	5.004***	-0.120***
	SE	(0.025)	(0.042)	(0.03)	(0.032)
	ESS	445,837	445,837	445,837	445,837
Granby	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	131,742	131,742	131,742	131,742
Greenwich	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	48,499	48,499	48,499	48,499

Table III.D.1.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2013-2016

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Groton City	Coefficient	0.239***	0.208***	0.464***	0.354***
	SE	(0.04)	(0.044)	(0.049)	(0.036)
	ESS				
Groton Long Point	Coefficient	-1.744***	-1.733***	-1.149***	57.238***
	SE	(0.308)	(0.339)	(0.308)	(0.231)
	ESS				
Groton Town	Coefficient	-0.173***	-0.129***	10.112***	-0.264***
	SE	(0.041)	(0.044)	(0.03)	(0.036)
	ESS				
Guilford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	142,414	142,414	142,414	142,414
Hamden	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	225,598	225,598	225,598	225,598
Hartford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	508,527	508,527	508,527	508,527
Madison	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	186,196	186,196	186,196	186,196
Manchester	Coefficient	0.678***	0.647***	0.204***	0.550***
	SE	(0.019)	(0.02)	(0.023)	(0.017)
	ESS	397,469	397,469	397,469	397,469
Meriden	Coefficient	-0.316***	-0.289***	0.686***	0.337***
	SE	(0.03)	(0.031)	(0.025)	(0.023)
	ESS				
Middlebury	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	203,097	203,097	203,097	203,097
Middletown	Coefficient	0.372***	0.451***	-0.236***	0.208***
	SE	(0.028)	(0.029)	(0.039)	(0.025)
	ESS	391,994	391,994	391,994	391,994
Milford	Coefficient	0.230***	0.193***	0.190***	0.221***
	SE	(0.035)	(0.037)	(0.041)	(0.03)
	ESS	421,729	421,729	421,729	421,729
Monroe	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	105,305	105,305	105,305	105,305
Naugatuck	Coefficient	-0.522***	-0.480***	10.999***	0.998***
	SE	(0.026)	(0.027)	(0.025)	(0.019)
	ESS	317,853	317,853	317,853	317,853

Table III.D.1.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2013-2016

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
New Britain	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	227,173	227,173	227,173	227,173
New Canaan	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	214,249	214,249	214,249	214,249
New Haven	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	214,641	214,641	214,641	214,641
New London	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	386,734	386,734	386,734	386,734
New Milford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	97,154	97,154	97,154	97,154
Newington	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	267,943	267,943	267,943	267,943
Newtown	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	109,910	109,910	109,910	109,910
North Branford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	286,179	286,179	286,179	286,179
North Haven	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	126,348	126,348	126,348	126,348
Norwalk	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	90,349	90,349	90,349	90,349
Norwich	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	19,061	19,061	19,061	19,061
Old Saybrook	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	149,447	149,447	149,447	149,447
Orange	Coefficient	0.348***	0.358***	0.098***	0.291***
	SE	(0.028)	(0.03)	(0.033)	(0.024)
	ESS	254,968	254,968	254,968	254,968
Plainfield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	4,674	4,674	4,674	4,674

Table III.D.1.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2013-2016

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Plainville	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	212,067	212,067	212,067	212,067
Plymouth	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	194,126	194,126	194,126	194,126
Portland	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	196,127	196,127	196,127	196,127
Putnam	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	76,667	76,667	76,667	76,667
Redding	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	169,657	169,657	169,657	169,657
Ridgefield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	146,465	146,465	146,465	146,465
Rocky Hill	Coefficient	0.195***	0.048	0.704***	2.939***
	SE	(0.028)	(0.031)	(0.035)	(0.025)
	ESS	387,545	387,545	387,545	387,545
Seymour	Coefficient	15.907***	-0.571***	-0.705***	-0.709***
	SE	(0.036)	(0.039)	(0.041)	(0.029)
	ESS				
Shelton	Coefficient	0.497***	4.877***	1.038***	0.263***
	SE	(0.082)	(0.089)	(0.086)	(0.065)
	ESS	349,842	349,842	349,842	349,842
Simsbury	Coefficient	-0.601***	-0.675***	-1.092***	-0.905***
	SE	(0.04)	(0.046)	(0.059)	(0.038)
	ESS	305,297	305,297	305,297	305,297
South Windsor	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	222,195	222,195	222,195	222,195
Southington	Coefficient	-1.094***	-1.001***	-0.527***	-0.799***
	SE	(0.043)	(0.047)	(0.039)	(0.031)
	ESS	310,948	310,948	310,948	310,948
Stamford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	92,104	92,104	92,104	92,104
Stonington	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	49,874	49,874	49,874	49,874

Table III.D.1.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2013-2016

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Stratford	Coefficient	0.842***	0.949***	0.640***	1.071***
	SE	(0.024)	(0.024)	(0.029)	(0.022)
	ESS	346,525	346,525	346,525	346,525
Suffield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	208,960	208,960	208,960	208,960
Thomaston	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	151,812	151,812	151,812	151,812
Torrington	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	115,740	115,740	115,740	115,740
Trumbull	Coefficient	0.430***	0.581***	0.583***	0.702***
	SE	(0.027)	(0.028)	(0.031)	(0.023)
	ESS	330,636	330,636	330,636	330,636
Vernon	Coefficient	-0.087***	0.519	-4.014***	-1.033***
	SE	(0.025)	(.)	(0.033)	(0.022)
	ESS	369,142	369,142	369,142	369,142
Wallingford	Coefficient	-0.263***	-0.250***	0.243***	0.022
	SE	(0.021)	(0.022)	(0.02)	(0.016)
	ESS				
Waterbury	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	183,586	183,586	183,586	183,586
Waterford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	172,019	172,019	172,019	172,019
Watertown	Coefficient	-1.235***	0.740***	2.727***	0.258***
	SE	(0.052)	(0.053)	(0.057)	(0.041)
	ESS	300,904	300,904	300,904	300,904
West Hartford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	53,024	53,024	53,024	53,024
West Haven	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	227,075	227,075	227,075	227,075
Weston	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	153,234	153,234	153,234	153,234
Westport	Coefficient	-0.811***	-0.870***	-0.567***	-0.864***
	SE	(0.022)	(0.024)	(0.026)	(0.019)
	ESS	257,212	257,212	257,212	257,212

Table III.D.1.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2013-2016

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Wethersfield	Coefficient	-0.199***	-0.172***	1.175***	0.633***
	SE	(0.026)	(0.027)	(0.027)	(0.022)
	ESS	220,004	220,004	220,004	220,004
Willimantic	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	254,743	254,743	254,743	254,743
Wilton	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	180,899	180,899	180,899	180,899
Windsor	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	214,071	214,071	214,071	214,071
Windsor Locks	Coefficient	0.419***	0.425***	-0.301***	0.098***
	SE	(0.031)	(0.033)	(0.051)	(0.028)
	ESS	151,341	151,341	151,341	151,341
Winsted	Coefficient	0.368***	3.922***	2.272***	0.521***
	SE	(0.096)	(0.101)	(0.111)	(0.082)
	ESS	163,929	163,929	163,929	163,929
Wolcott	Coefficient	-0.225***	-0.083	0.087	-0.075
	SE	(0.085)	(0.088)	(0.083)	(0.066)
	ESS				
Woodbridge	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	150,739	150,739	150,739	150,739
CSP Headquarters	Coefficient	-0.002	-0.011	-0.075***	-0.048***
	SE	(0.014)	(0.015)	(0.017)	(0.012)
	ESS	652,945	652,945	652,945	652,945
CSP Troop A	Coefficient	-0.306***	-0.391***	-0.252**	-0.346***
	SE	(0.103)	(0.107)	(0.102)	(0.084)
	ESS	233,446	233,446	233,446	233,446
CSP Troop B	Coefficient	-0.306***	-0.274***	-0.389***	8.228***
	SE	(0.039)	(0.044)	(0.048)	(0.023)
	ESS	652,945	652,945	652,945	652,945
CSP Troop C	Coefficient	-0.618***	-0.976***	-0.983***	-1.153***
	SE	(0.108)	(0.113)	(0.12)	(0.093)
	ESS	652,867	652,867	652,867	652,867
CSP Troop D	Coefficient	0.470	0.307	-0.183	0.128
	SE	(0.514)	(0.589)	(0.466)	(0.399)
	ESS	253,896	253,896	253,896	253,896
CSP Troop E	Coefficient	-0.064	0.083	-0.404**	-0.159
	SE	(0.137)	(0.163)	(0.167)	(0.125)
	ESS	597,864	597,864	597,864	597,864

Table III.D.1.1: Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2013-2016

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Troop F	Coefficient	0.030	0.073	0.169**	0.124**
	SE	(0.06)	(0.057)	(0.073)	(0.05)
	ESS	652,950	652,950	652,950	652,950
CSP Troop G	Coefficient	1584.850	0.584*	0.943**	193.480
	SE	(.)	(0.328)	(0.439)	(.)
	ESS	180,269	180,269	180,269	180,269
CSP Troop H	Coefficient	0.260***	0.239***	0.166	0.261***
	SE	(0.084)	(0.088)	(0.104)	(0.075)
	ESS	639,239	639,239	639,239	639,239
CSP Troop I	Coefficient	0.291***	0.349***	0.187***	0.338***
	SE	(0.015)	(0.016)	(0.019)	(0.014)
	ESS	652,945	652,945	652,945	652,945
CSP Troop K	Coefficient	0.260	0.197	0.725***	0.436**
	SE	(0.198)	(0.228)	(0.233)	(0.178)
	ESS	378,779	378,779	378,779	378,779
CSP Troop L	Coefficient	688.076***	-0.290***	0.091***	-0.117***
	SE	(0.02)	(0.027)	(0.026)	(0.02)
	ESS	652,942	652,942	652,942	652,942

Table III.D.1.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2013-16

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Ansonia	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	305,077	305,077	305,077	305,077
Avon	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	193,044	193,044	193,044	193,044
Berlin	Coefficient	0.714	0.342	-0.055	0.698
	SE	(.)	(.)	(.)	(.)
	ESS	271,655	271,655	271,655	271,655
Bethel	Coefficient	2.739	1.900***	6.453***	5.017***
	SE	(.)	(0.488)	(0.047)	(0.328)
	ESS	258,671	258,671	258,671	258,671
Bloomfield	Coefficient	0.801	0.819	-0.527***	0.648
	SE	(2.059)	(2.762)	(0.066)	(.)
	ESS	411,921	411,921	411,921	411,921
Branford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	123,329	123,329	123,329	123,329
Bridgeport	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	169,499	169,499	169,499	169,499
Bristol	Coefficient	-2.146	-1.220	4.415	1.424
	SE	(.)	(.)	(.)	(.)
	ESS	236,459	236,459	236,459	236,459
Brookfield	Coefficient	-0.860	-0.873	-0.470	-0.965
	SE	(.)	(.)	(.)	(.)
	ESS	474,222	474,222	474,222	474,222
Canton	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	112,504	112,504	112,504	112,504
Cheshire	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	515,977	515,977	515,977	515,977
Clinton	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	16,867	16,867	16,867	16,867
Coventry	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	98,556	98,556	98,556	98,556
Cromwell	Coefficient	1.203	0.101	-0.812	-0.183
	SE	(.)	(.)	(.)	(.)
	ESS	134,719	134,719	134,719	134,719

Table III.D.1.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2013-16

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Danbury	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	189,786	189,786	189,786	189,786
Darien	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	187,249	187,249	187,249	187,249
Derby	Coefficient	1.063***	1.289***	-1.236***	-0.267**
	SE	(0.164)	(0.217)	(0.178)	(0.111)
	ESS	410,586	410,586	410,586	410,586
East Hampton	Coefficient	-0.474***	10.831	-99.707	-0.301**
	SE	(0.138)	(.)	(.)	(0.14)
	ESS				
East Hartford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	253,231	253,231	253,231	253,231
East Haven	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	134,888	134,888	134,888	134,888
East Windsor	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	2,999	2,999	2,999	2,999
Easton	Coefficient	-0.549	-0.629	0.587	0.205
	SE	(.)	(.)	(.)	(.)
	ESS	314,421	314,421	314,421	314,421
Enfield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	145,743	145,743	145,743	145,743
Fairfield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	227,258	227,258	227,258	227,258
Farmington	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	204,310	204,310	204,310	204,310
Glastonbury	Coefficient	1.186	-0.308	-4.468	4.655***
	SE	(.)	(.)	(.)	(0.324)
	ESS	445,837	445,837	445,837	445,837
Granby	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	131,742	131,742	131,742	131,742
Greenwich	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	48,499	48,499	48,499	48,499

Table III.D.1.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2013-16

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Groton City	Coefficient	0.246***	0.232***	0.483***	0.383***
	SE	(0.041)	(0.045)	(0.051)	(0.037)
	ESS				
Groton Long Point	Coefficient	-1.662***	-1.613***	5.224	-1.450***
	SE	(0.32)	(0.361)	(.)	(0.242)
	ESS				
Groton Town	Coefficient	-0.178***	-0.152***	-0.416***	-0.289***
	SE	(0.041)	(0.045)	(0.05)	(0.036)
	ESS				
Guilford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	142,414	142,414	142,414	142,414
Hamden	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	225,598	225,598	225,598	225,598
Hartford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	508,527	508,527	508,527	508,527
Madison	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	186,196	186,196	186,196	186,196
Manchester	Coefficient	0.455	0.390**	-0.093***	0.344
	SE	(.)	(0.196)	(0.023)	(.)
	ESS	397,469	397,469	397,469	397,469
Meriden	Coefficient	-0.228***	-0.194***	0.726***	0.335***
	SE	(0.031)	(0.032)	(0.026)	(0.024)
	ESS				
Middlebury	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	203,038	203,038	203,038	203,038
Middletown	Coefficient	0.912***	1.512	3.327	2.128***
	SE	(0.169)	(.)	(.)	(0.039)
	ESS	391,994	391,994	391,994	391,994
Milford	Coefficient	0.462***	0.447**	0.090	4.405
	SE	(0.042)	(0.18)	(0.403)	(.)
	ESS	421,729	421,729	421,729	421,729
Monroe	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	105,305	105,305	105,305	105,305
Naugatuck	Coefficient	4.876	6.275***	3.499***	4.930***
	SE	(.)	(0.269)	(1.066)	(0.048)
	ESS	317,853	317,853	317,853	317,853

Table III.D.1.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2013-16

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
New Britain	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	227,173	227,173	227,173	227,173
New Canaan	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	214,249	214,249	214,249	214,249
New Haven	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	214,641	214,641	214,641	214,641
New London	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	386,734	386,734	386,734	386,734
New Milford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	97,154	97,154	97,154	97,154
Newington	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	267,943	267,943	267,943	267,943
Newtown	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	109,910	109,910	109,910	109,910
North Branford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	286,179	286,179	286,179	286,179
North Haven	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	126,348	126,348	126,348	126,348
Norwalk	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	90,349	90,349	90,349	90,349
Norwich	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	19,061	19,061	19,061	19,061
Old Saybrook	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	149,447	149,447	149,447	149,447
Orange	Coefficient	0.384***	-9.962	-15.430***	0.692**
	SE	(0.043)	(.)	(0.04)	(0.318)
	ESS	254,968	254,968	254,968	254,968
Plainfield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	4,674	4,674	4,674	4,674

Table III.D.1.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2013-16

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Plainville	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	212,067	212,067	212,067	212,067
Plymouth	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	194,122	194,122	194,122	194,122
Portland	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	196,127	196,127	196,127	196,127
Putnam	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	76,667	76,667	76,667	76,667
Redding	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	169,653	169,653	169,653	169,653
Ridgefield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	146,465	146,465	146,465	146,465
Rocky Hill	Coefficient	0.230	0.230	-0.033	0.196
	SE	(.)	(.)	(0.034)	(.)
	ESS	387,545	387,545	387,545	387,545
Seymour	Coefficient	-0.264***	-0.211***	-0.406***	-0.379***
	SE	(0.037)	(0.04)	(0.041)	(0.03)
	ESS				
Shelton	Coefficient	1.020	1.088	0.448	1.356
	SE	(.)	(.)	(.)	(.)
	ESS	349,842	349,842	349,842	349,842
Simsbury	Coefficient	2.114	166.848	-0.788***	-0.538***
	SE	(.)	(.)	(0.071)	(0.047)
	ESS	305,297	305,297	305,297	305,297
South Windsor	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	222,195	222,195	222,195	222,195
Southington	Coefficient	-0.381	38.851	-0.349***	-0.625***
	SE	(0.245)	(.)	(0.076)	(0.047)
	ESS	310,948	310,948	310,948	310,948
Stamford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	92,104	92,104	92,104	92,104
Stonington	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	49,873	49,873	49,873	49,873

Table III.D.1.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2013-16

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Stratford	Coefficient	0.721	0.885	0.224	0.723
	SE	(6.154)	(.)	(.)	(2.931)
	ESS	346,525	346,525	346,525	346,525
Suffield	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	208,960	208,960	208,960	208,960
Thomaston	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	151,812	151,812	151,812	151,812
Torrington	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	115,740	115,740	115,740	115,740
Trumbull	Coefficient	-0.506	0.100	-0.216	0.222
	SE	(.)	(.)	(.)	(0.306)
	ESS	330,636	330,636	330,636	330,636
Vernon	Coefficient	0.962	1.268	1.997	1.930
	SE	(.)	(.)	(.)	(.)
	ESS	369,142	369,142	369,142	369,142
Wallingford	Coefficient	-0.047**	0.032	0.393***	0.245***
	SE	(0.022)	(0.024)	(0.021)	(0.017)
	ESS				
Waterbury	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	183,586	183,586	183,586	183,586
Waterford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	172,019	172,019	172,019	172,019
Watertown	Coefficient	-0.097	0.154	0.614***	0.403
	SE	(0.114)	(.)	(0.172)	(.)
	ESS	300,903	300,903	300,903	300,903
West Hartford	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	53,024	53,024	53,024	53,024
West Haven	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	227,063	227,063	227,063	227,063
Weston	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	153,234	153,234	153,234	153,234
Westport	Coefficient	-0.267***	-0.101***	-0.789	-0.323
	SE	(0.043)	(0.034)	(.)	(.)
	ESS	257,212	257,212	257,212	257,212

Table III.D.1.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2013-16

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
Wethersfield	Coefficient	-3.166	-5.037	8.747***	-3.319
	SE	(.)	(.)	(0.074)	(.)
	ESS	220,004	220,004	220,004	220,004
Willimantic	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	254,743	254,743	254,743	254,743
Wilton	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	180,899	180,899	180,899	180,899
Windsor	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	214,071	214,071	214,071	214,071
Windsor Locks	Coefficient	0.695	0.728	-0.400	0.471
	SE	(.)	(.)	(.)	(.)
	ESS	151,077	151,077	151,077	151,077
Winsted	Coefficient	-0.443	-0.477	-1.717	-1.238
	SE	(.)	(.)	(.)	(.)
	ESS	163,929	163,929	163,929	163,929
Wolcott	Coefficient	-0.175*	-0.026	114.332	-0.063
	SE	(0.091)	(0.096)	(.)	(0.068)
	ESS				
Woodbridge	Coefficient	0.000	0.000	0.000	0.000
	SE	(.)	(.)	(.)	(.)
	ESS	150,739	150,739	150,739	150,739
CSP Headquarters	Coefficient	-0.034**	-0.029*	-0.030	-0.036***
	SE	(0.015)	(0.017)	(0.019)	(0.013)
	ESS	652,938	652,938	652,938	652,938
CSP Troop A	Coefficient	0.141	-0.753	-4.167	-0.346
	SE	(0.217)	(1.139)	(.)	(0.377)
	ESS	233,441	233,441	233,441	233,441
CSP Troop B	Coefficient	-0.224***	62.647	-0.309***	-0.266***
	SE	(0.043)	(.)	(0.061)	(0.039)
	ESS	652,938	652,938	652,938	652,938
CSP Troop C	Coefficient	-2.049	-2.211	-3.214***	-0.272
	SE	(1.56)	(47.965)	(1.172)	(0.373)
	ESS	652,865	652,865	652,865	652,865
CSP Troop D	Coefficient	-243.793	-106.946	-23.345	-23.561
	SE	(.)	(.)	(.)	(140.609)
	ESS	253,889	253,889	253,889	253,889
CSP Troop E	Coefficient	-1.911	-328.650	-83.730***	0.041
	SE	(.)	(.)	(0.594)	(0.144)
	ESS	597,847	597,847	597,847	597,847

Table III.D.1.2: Doubly-Robust Inverse Propensity Score Weighted Logistic Regression of Minority Status on Department, All Traffic Stops 2013-16

Department	Estimate	Non-Caucasian	Black	Hispanic	Black or Hispanic
CSP Troop F	Coefficient	1.279	0.022	0.124**	0.079**
	SE	(.)	(0.05)	(0.058)	(0.04)
	ESS	652,938	652,938	652,938	652,938
CSP Troop G	Coefficient	-14.097	-1.364	-23.772***	0.057
	SE	(.)	(.)	(4.233)	(2.631)
	ESS	180,263	180,263	180,263	180,263
CSP Troop H	Coefficient	0.330***	-0.541***	-99.950***	0.352***
	SE	(0.045)	(0.091)	(1.166)	(0.043)
	ESS	639,230	639,230	639,230	639,230
CSP Troop I	Coefficient	0.254***	0.309***	0.131***	0.279***
	SE	(0.016)	(0.017)	(0.019)	(0.014)
	ESS	652,938	652,938	652,938	652,938
CSP Troop K	Coefficient	-10.618	-8.868	-15.485	-6.482
	SE	(.)	(.)	(.)	(.)
	ESS	378,776	378,776	378,776	378,776
CSP Troop L	Coefficient	-0.508***	-0.206***	0.035	-0.252***
	SE	(0.027)	(0.034)	(0.027)	(0.021)
	ESS	652,938	652,938	652,938	652,938

Table III.E.5.1: Chi-Square Test of Hit-Rate by Departments, All Consent and Other Searches 2013-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Ansonia	15.7%	10.9%	11.9%	15.9%	13.1%
	N/A	0.614	0.346	0.002	0.255
	115	46	42	44	84
Berlin	White	Non-White	Black	Hispanic	Black or Hispanic
	62.7%	54.5%	52.4%	53.3%	52%
	N/A	0.460	0.709	0.754	1.343
	67	22	21	30	50
Bethel	White	Non-White	Black	Hispanic	Black or Hispanic
	67.3%	40%	40%	40%*	40%**
	N/A	2.680	2.680	3.656	5.184
	52	10	10	15	25
Bloomfield	White	Non-White	Black	Hispanic	Black or Hispanic
	58.7%	46.2%	46.6%	59.3%	48.1%
	N/A	2.372	2.201	0.002	1.738
	46	208	206	27	231
Branford	White	Non-White	Black	Hispanic	Black or Hispanic
	30.3%	17.6%	18.8%	33.3%	26.5%
	N/A	1.179	0.927	0.070	0.191
	142	17	16	18	34
Bridgeport	White	Non-White	Black	Hispanic	Black or Hispanic
	0.8%	1.8%***	1.9%***	1.1%	1.6%**
	N/A	7.207	8.436	0.860	5.243
	1588	1766	1652	1291	2889
Bristol	White	Non-White	Black	Hispanic	Black or Hispanic
	51%	54.3%	55.6%	54.8%	54.3%
	N/A	0.161	0.292	0.288	0.293
	153	46	45	73	116
Brookfield	White	Non-White	Black	Hispanic	Black or Hispanic
	30.6%	42.9%	50%	31.6%	38.2%
	N/A	1.263	2.472	0.007	0.737
	147	21	16	19	34
Canton	White	Non-White	Black	Hispanic	Black or Hispanic
	59%	50%	60%	33.3%	50%
	N/A	0.172	0.002	0.748	0.219
	39	6	5	3	8
Cheshire	White	Non-White	Black	Hispanic	Black or Hispanic
	51.6%	34.9%*	34.9%*	22.9%***	29.9%***
	N/A	3.777	3.777	9.511	9.893
	159	43	43	35	77
Clinton	White	Non-White	Black	Hispanic	Black or Hispanic
	53.6%	64.7%	64.3%	43.3%	48.8%
	N/A	0.808	0.621	1.164	0.346
	349	17	14	30	43
Coventry	White	Non-White	Black	Hispanic	Black or Hispanic
	34.6%	37.5%	37.5%	28.6%	33.3%
	N/A	0.027	0.027	0.104	0.009
	78	8	8	7	15

Table III.E.5.1: Chi-Square Test of Hit-Rate by Departments, All Consent and Other Searches
2013-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Cromwell	66.7%	76.9%	83.3%		71.4%
	N/A	0.481	1.228	3.644	0.107
	39	13	12	2	14
	White	Non-White	Black	Hispanic	Black or Hispanic
Danbury	4.1%	17%***	18.6%***	5.9%	8.7%**
	N/A	13.268	15.316	0.748	5.057
	386	47	43	153	195
	White	Non-White	Black	Hispanic	Black or Hispanic
Darien	54.8%	65.9%	65.9%	56.1%	61.7%
	N/A	1.419	1.419	0.018	0.844
	93	41	41	41	81
	White	Non-White	Black	Hispanic	Black or Hispanic
Derby	4.4%	7%	7%	11.1%*	9.1%*
	N/A	0.561	0.561	3.045	2.751
	340	43	43	36	77
	White	Non-White	Black	Hispanic	Black or Hispanic
East Hampton	26%	45.5%	55.6%*	50%	57.1%**
	N/A	1.941	3.687	1.681	6.038
	146	11	9	6	14
	White	Non-White	Black	Hispanic	Black or Hispanic
East Hartford	50.9%	45.8%	45.9%	41%**	43.9%**
	N/A	1.906	1.798	5.475	3.998
	267	546	540	283	813
	White	Non-White	Black	Hispanic	Black or Hispanic
East Haven	43.2%	40%	40%	54.5%	50%
	N/A	0.038	0.038	0.873	0.412
	74	10	10	22	32
	White	Non-White	Black	Hispanic	Black or Hispanic
East Windsor	42.9%	12.5%	12.5%	75%	33.3%
	N/A	2.485	2.485	1.452	0.317
	28	8	8	4	12
	White	Non-White	Black	Hispanic	Black or Hispanic
Easton	2.6%				
	N/A	0.079	0.053	0.026	0.079
	39	3	2	1	3
	White	Non-White	Black	Hispanic	Black or Hispanic
Enfield	46.3%	49%	45.5%	36.4%	40.5%
	N/A	0.114	0.012	1.170	0.773
	246	49	44	33	74
	White	Non-White	Black	Hispanic	Black or Hispanic
Fairfield	59.7%	50%*	50.4%	59.1%	54.3%
	N/A	2.842	2.521	0.009	1.178
	201	118	113	88	197
	White	Non-White	Black	Hispanic	Black or Hispanic
Farmington	59.4%	55%	52.9%	50%	50%
	N/A	0.256	0.483	1.163	1.800
	165	40	34	40	72

Table III.E.5.1: Chi-Square Test of Hit-Rate by Departments, All Consent and Other Searches 2013-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Glastonbury	58.7%	51.6%	50.8%	43.9%**	48.2%*
	N/A	1.012	1.194	4.138	3.434
	254	62	59	57	112
Granby	White	Non-White	Black	Hispanic	Black or Hispanic
	76.7%	50%	50%	83.3%	66.7%
	N/A	1.932	1.932	0.131	0.502
	43	6	6	6	12
Greenwich	White	Non-White	Black	Hispanic	Black or Hispanic
	26.3%	22.4%	22.2%	26.4%	23.7%
	N/A	0.235	0.251	0.000	0.166
	80	49	45	72	114
Groton City	White	Non-White	Black	Hispanic	Black or Hispanic
	41%	40.8%	41.7%	28.1%	36.4%
	N/A	0.000	0.005	1.496	0.307
	61	49	48	32	77
Groton Town	White	Non-White	Black	Hispanic	Black or Hispanic
	62.3%	56.3%	56.5%	42.4%**	51.1%*
	N/A	0.691	0.631	4.442	2.939
	159	64	62	33	90
Hamden	White	Non-White	Black	Hispanic	Black or Hispanic
	20%	18.2%	18.2%	16.7%	18.3%
	N/A	0.062	0.062	0.090	0.059
	40	99	99	18	115
Hartford	White	Non-White	Black	Hispanic	Black or Hispanic
	1.2%	1.8%	1.8%	1.9%	1.9%*
	N/A	2.034	2.334	2.588	2.848
	1636	2167	2109	1385	3421
Madison	White	Non-White	Black	Hispanic	Black or Hispanic
	53.4%	50%	50%	27.3%	30.8%
	N/A	0.009	0.009	2.535	2.185
	58	2	2	11	13
Manchester	White	Non-White	Black	Hispanic	Black or Hispanic
	54.2%	53.6%	53.3%	50.4%	52.2%
	N/A	0.022	0.046	0.434	0.235
	212	267	261	115	370
Meriden	White	Non-White	Black	Hispanic	Black or Hispanic
	31%	35.9%	36.2%	33.8%	35.5%
	N/A	0.698	0.783	0.256	0.810
	142	117	116	139	251
Middlebury	White	Non-White	Black	Hispanic	Black or Hispanic
	N/A				
	116	5	5	6	11
Middletown	White	Non-White	Black	Hispanic	Black or Hispanic
	46.6%	47.4%	47.4%	47.9%	47.2%
	N/A	0.039	0.037	0.046	0.022
	410	213	211	73	282

Table III.E.5.1: Chi-Square Test of Hit-Rate by Departments, All Consent and Other Searches
2013-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Milford	43.4%	34.4%**	34.9%**	33.3%*	33.8%**
	N/A	4.419	3.855	3.578	6.599
	403	192	189	108	293
Monroe	White	Non-White	Black	Hispanic	Black or Hispanic
	50%	20%**	16.7%***	50%	31.4%*
	N/A	6.129	6.920		3.677
	108	20	18	18	35
Naugatuck	White	Non-White	Black	Hispanic	Black or Hispanic
	26.8%	28.8%	30.2%	28.2%	29.1%
	N/A	0.187	0.507	0.085	0.401
	585	111	106	110	206
New Britain	White	Non-White	Black	Hispanic	Black or Hispanic
	37.3%	39.1%	38.7%	37.1%	37.7%
	N/A	0.166	0.098	0.004	0.010
	249	266	261	442	687
New Canaan	White	Non-White	Black	Hispanic	Black or Hispanic
	62.4%	61.3%	63%	65.5%	63.6%
	N/A	0.012	0.003	0.096	0.024
	109	31	27	29	55
New Haven	White	Non-White	Black	Hispanic	Black or Hispanic
	17.3%	12.5%**	12.5%**	12.9%*	12.6%**
	N/A	5.318	5.500	3.227	5.580
	329	1522	1515	521	1998
New London	White	Non-White	Black	Hispanic	Black or Hispanic
	35.1%	35%	34.5%	32.5%	33.5%
	N/A	0.000	0.012	0.231	0.128
	205	120	113	120	224
New Milford	White	Non-White	Black	Hispanic	Black or Hispanic
	51.9%	41.7%	40.9%	68.8%	57.1%
	N/A	0.851	0.912	1.627	0.304
	131	24	22	16	35
Newington	White	Non-White	Black	Hispanic	Black or Hispanic
	34.3%	21.6%**	22%**	31.4%	27.8%
	N/A	5.784	5.122	0.336	2.333
	207	116	109	156	263
Newtown	White	Non-White	Black	Hispanic	Black or Hispanic
	21.8%	20%	22.9%	29.6%	26.2%
	N/A	0.071	0.019	0.868	0.565
	316	40	35	27	61
North Branford	White	Non-White	Black	Hispanic	Black or Hispanic
					42.9%*
					3.203
					7
North Haven	White	Non-White	Black	Hispanic	Black or Hispanic
	39.3%	19.4%**	19.4%**	26.1%	22.4%**
	N/A	4.692	4.692	1.409	4.799
	107	36	36	23	58

Table III.E.5.1: Chi-Square Test of Hit-Rate by Departments, All Consent and Other Searches
2013-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Norwalk	24%	26.8%	26.6%	31.6%	28.4%
	N/A	0.511	0.465	2.632	1.415
	192	355	353	171	517
	White	Non-White	Black	Hispanic	Black or Hispanic
Norwich	44.1%	38.8%	38.7%	32.7%**	36.8%**
	N/A	1.897	1.943	5.910	4.618
	424	273	266	147	400
	White	Non-White	Black	Hispanic	Black or Hispanic
Old Saybrook	52.5%	37.5%	37.5%	33.3%*	35.1%*
	N/A	1.339	1.339	2.811	3.813
	223	16	16	21	37
	White	Non-White	Black	Hispanic	Black or Hispanic
Orange	47.1%	46.8%	46.8%	66.7%	51.7%
	N/A	0.001	0.001	1.784	0.234
	51	47	47	15	60
	White	Non-White	Black	Hispanic	Black or Hispanic
Plainfield	10.4%	28.6%	40%**		22.2%
	N/A	2.089	3.973	0.463	1.133
	96	7	5	4	9
	White	Non-White	Black	Hispanic	Black or Hispanic
Plainville	42.1%	31%*	30.5%**	49.1%	40.9%
	N/A	3.648	3.880	1.893	0.071
	466	84	82	116	193
	White	Non-White	Black	Hispanic	Black or Hispanic
Plymouth	21.4%	21.1%	21.1%	13.8%	14.9%
	N/A	0.001	0.001	0.912	1.020
	229	19	19	29	47
	White	Non-White	Black	Hispanic	Black or Hispanic
Putnam	8.5%				
	N/A	0.369	0.277	0.553	0.829
	189	4	3	6	9
	White	Non-White	Black	Hispanic	Black or Hispanic
Redding	0.3%	1.7%*	2.3%**	1.1%	1.5%**
	N/A	3.141	4.608	1.657	3.911
	772	59	44	91	135
	White	Non-White	Black	Hispanic	Black or Hispanic
Ridgefield	43.5%	70%	66.7%	71.4%	68.8%*
	N/A	2.314	1.624	1.905	3.033
	46	10	9	7	16
	White	Non-White	Black	Hispanic	Black or Hispanic
Rocky Hill	38.8%	47.5%	45.9%	22.5%*	33.8%
	N/A	1.017	0.648	3.690	0.553
	160	40	37	40	77
	White	Non-White	Black	Hispanic	Black or Hispanic
Southern CT State University	8.1%	16.3%	16.7%	20%	17.3%
	N/A	1.693	1.815	1.398	2.243
	62	43	42	10	52

Table III.E.5.1: Chi-Square Test of Hit-Rate by Departments, All Consent and Other Searches 2013-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Seymour	1.8%	8.3%**	9.5%**	4.2%	7%**
	N/A	4.075	4.991	0.613	4.010
	274	24	21	24	43
	White	Non-White	Black	Hispanic	Black or Hispanic
Shelton					33.3%
					0.419
					6
	White	Non-White	Black	Hispanic	Black or Hispanic
Simsbury	60.4%	25%	25%	100%	62.5%
	N/A	1.910	1.910	2.509	0.013
	53	4	4	4	8
	White	Non-White	Black	Hispanic	Black or Hispanic
South Windsor	68.5%	67.6%	67.6%	61.5%	67.4%
	N/A	0.022	0.020	0.690	0.041
	165	105	102	39	138
	White	Non-White	Black	Hispanic	Black or Hispanic
Southington	64.9%	66.7%	66.7%	71.4%	69.2%
	N/A	0.007	0.007	0.113	0.082
	37	6	6	7	13
	White	Non-White	Black	Hispanic	Black or Hispanic
Stamford	16.7%	10.8%	11%	18.9%	16%
	N/A	1.699	1.428	0.252	0.029
	174	93	82	127	206
	White	Non-White	Black	Hispanic	Black or Hispanic
Stonington	64.5%	50%			
	N/A	0.171	1.720	4.700	4.700
	31	2	1	3	3
	White	Non-White	Black	Hispanic	Black or Hispanic
Stratford	32%	34.7%	35.1%	28.6%	32.9%
	N/A	0.297	0.384	0.363	0.038
	175	202	194	105	292
	White	Non-White	Black	Hispanic	Black or Hispanic
Suffield	65.1%	80%	80%	100%*	90.9%*
	N/A	0.447	0.447	3.488	2.795
	43	5	5	7	11
	White	Non-White	Black	Hispanic	Black or Hispanic
Thomaston	7.6%			25%*	22.2%
	N/A	0.165	0.165	2.921	2.317
	144	2	2	8	9
	White	Non-White	Black	Hispanic	Black or Hispanic
Torrington	27.3%	20.7%	21.8%	21.4%	22.2%
	N/A	1.054	0.691	0.632	0.871
	227	58	55	42	90
	White	Non-White	Black	Hispanic	Black or Hispanic
Trumbull	45.5%	39.7%	40%	42.9%	40.9%
	N/A	0.687	0.610	0.078	0.539
	154	78	75	35	110

Table III.E.5.1: Chi-Square Test of Hit-Rate by Departments, All Consent and Other Searches 2013-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
University of Connecticut	White	Non-White	Black	Hispanic	Black or Hispanic
	65.8%	65.4%	60%	83.3%	68.8%
	N/A	0.002	0.253	1.522	0.097
	117	26	20	12	32
Vernon	White	Non-White	Black	Hispanic	Black or Hispanic
	61.9%	47.9%***	48.9%***	50%**	49.6%***
	N/A	9.151	7.704	4.865	10.147
	512	146	141	98	238
Wallingford	White	Non-White	Black	Hispanic	Black or Hispanic
	51.8%	49.1%	49.4%	39.8%***	43.8%***
	N/A	0.656	0.487	16.564	10.477
	1036	279	265	399	658
Waterbury	White	Non-White	Black	Hispanic	Black or Hispanic
	58.6%	37%***	37.4%***	30.7%***	34.5%***
	N/A	16.135	15.501	22.626	24.603
	152	200	198	137	330
Waterford	White	Non-White	Black	Hispanic	Black or Hispanic
	46.9%	50%	53.9%	42.7%	46.4%
	N/A	0.243	1.199	0.475	0.014
	311	82	76	82	151
Watertown	White	Non-White	Black	Hispanic	Black or Hispanic
	48.1%	35.3%	37.5%	40%	38.5%
	N/A	0.703	0.462	0.195	0.506
	27	17	16	10	26
West Hartford	White	Non-White	Black	Hispanic	Black or Hispanic
	70.5%	51.4%***	51.8%***	55%***	53.8%***
	N/A	35.298	32.158	30.667	49.128
	1161	259	245	371	608
West Haven	White	Non-White	Black	Hispanic	Black or Hispanic
	23.9%	16.4%	16.5%	15.9%	16.3%
	N/A	2.010	1.915	1.672	2.643
	117	110	109	69	178
Weston	White	Non-White	Black	Hispanic	Black or Hispanic
	0.6%				
	N/A			0.006	0.006
	160			1	1
Westport	White	Non-White	Black	Hispanic	Black or Hispanic
	42.2%	32.9%**	32.1%**	40%	34.3%*
	N/A	4.024	4.603	0.110	3.452
	325	173	162	70	230
Wethersfield	White	Non-White	Black	Hispanic	Black or Hispanic
	33.7%	30.3%	31.1%	29.8%	30.3%
	N/A	0.650	0.364	1.058	0.998
	332	185	180	262	435
Willimantic	White	Non-White	Black	Hispanic	Black or Hispanic
	41.1%	35.8%	36.7%	30.4%*	32.4%*
	N/A	0.461	0.299	3.499	2.759
	163	53	49	125	173

Table III.E.5.1: Chi-Square Test of Hit-Rate by Departments, All Consent and Other Searches
2013-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Wilton	65.8%	72.2%	70.6%	59.3%	63.8%
	N/A	0.463	0.246	0.361	0.055
	73	36	34	27	58
Windsor	50%	52.1%	53.3%	52.9%	54.3%
	N/A	0.045	0.106	0.039	0.189
	34	94	92	17	105
Windsor Locks	12.4%	22.6%	20.7%	31.6%**	25%**
	N/A	2.243	1.435	5.094	4.584
	169	31	29	19	48
Winsted	13.6%	13.6%	13.6%	30.8%*	21.4%
	N/A	0.000	0.000	2.985	1.275
	301	22	22	13	28
Wolcott	3.2%				
	N/A	0.067	0.067	0.033	0.100
	62	2	2	1	3
Woodbridge	40%	46.7%	46.7%		54.2%
	N/A	0.156	0.156		0.878
	20	15	15		24
Yale University	40.9%	23.5%	24%	50%	32.4%
	N/A	2.266	2.114	0.382	0.540
	22	51	50	24	74
CSP Headquarters	40.4%	30.4%	31.1%	27.4%*	28.8%**
	N/A	2.197	1.814	3.145	4.070
	141	79	74	62	132
CSP Troop A	40.6%	31.3%***	30.3%***	34%*	31.7%***
	N/A	8.507	10.465	3.738	10.818
	623	367	357	300	640
CSP Troop B	44%	42.4%	45.2%	38.2%	39%
	N/A	0.028	0.016	0.398	0.480
	248	33	31	34	59
CSP Troop C	44.8%	42.3%	43.6%	27.2%***	36.6%***
	N/A	0.490	0.105	19.885	7.758
	880	253	234	191	418
CSP Troop D	49.5%	43.3%	45.7%	42.2%	45.2%
	N/A	1.190	0.420	1.655	0.908
	543	90	81	90	157

**Table III.E.5.1: Chi-Square Test of Hit-Rate by Departments, All Consent and Other Searches
2013-2016**

	White	Non-White	Black	Hispanic	Black or Hispanic
CSP Troop E	White	Non-White	Black	Hispanic	Black or Hispanic
	35.9%	36%	35.9%	28.2%	32.9%
	N/A	0.001	0.000	2.340	0.802
	638	214	206	103	292
CSP Troop F	White	Non-White	Black	Hispanic	Black or Hispanic
	51.7%	29.1%***	28.9%***	35.3%**	31.8%***
	N/A	17.373	17.214	5.948	17.730
	302	117	114	68	176
CSP Troop G	White	Non-White	Black	Hispanic	Black or Hispanic
	37.2%	28.7%***	28.1%***	25.6%***	27.3%***
	N/A	7.491	8.491	10.158	12.156
	422	498	477	270	721
CSP Troop H	White	Non-White	Black	Hispanic	Black or Hispanic
	36.4%	33.2%	32.9%	30%*	31.7%
	N/A	0.917	1.088	2.941	2.404
	360	464	456	290	726
CSP Troop I	White	Non-White	Black	Hispanic	Black or Hispanic
	42.8%	28.9%***	29.2%**	38.8%	32.4%**
	N/A	6.701	6.272	0.413	4.682
	173	149	144	103	238
CSP Troop K	White	Non-White	Black	Hispanic	Black or Hispanic
	39.8%	32.7%	32.2%*	33.1%	32.2%**
	N/A	2.534	2.761	1.998	4.262
	472	156	146	133	270
CSP Troop L	White	Non-White	Black	Hispanic	Black or Hispanic
	43.5%	36%	34.9%	35.3%	34.8%**
	N/A	1.671	2.142	2.349	4.118
	543	86	83	102	178

Table III.E.5.2: Chi-Square Test of Hit-Rate by Departments, All Consent Searches
2013-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Ansonia	11.8%	5.1%	5.6%	13.2%	9.6%
	N/A	1.389	1.12537273	0.050370673	0.208097492
	102	39	36	38	73
	White	Non-White	Black	Hispanic	Black or Hispanic
Bloomfield	37.5%	20.8%	21.7%	27.3%	21.4%
	N/A	1.338	1.157502823	0.150673126	0.000681649
	16	24	23	11	14
	White	Non-White	Black	Hispanic	Black or Hispanic
Bethel					33.3%
					3.824774056
					12
	White	Non-White	Black	Hispanic	Black or Hispanic
Bloomfield					32.1%
					0.130049261
					28
	White	Non-White	Black	Hispanic	Black or Hispanic
Branford	22.1%*			18.2%	10%
	N/A	2.770	2.499038462	0.090472028	1.529622378
	104	10	9	11	20
	White	Non-White	Black	Hispanic	Black or Hispanic
Bridgeport	6.7%	3.1%	3.3%	3.7%	3.2%
	N/A	1.419	1.230193515	0.746666667	1.562714392
	60	161	153	108	250
	White	Non-White	Black	Hispanic	Black or Hispanic
Bristol	28.4%	14.3%	15.4%	43.8%	34.1%
	N/A	1.194	0.946580193	2.308768657	0.410770519
	67	14	13	32	44
	White	Non-White	Black	Hispanic	Black or Hispanic
Canton	60%	40%	50%*		33.3%
	N/A	0.716	0.148369565	2.775	1.478904992
	35	5	4	2	6
	White	Non-White	Black	Hispanic	Black or Hispanic
Cheshire	44.3%**	19%**	19%**	7.7%***	15.2%
	N/A	4.347	4.347261905	6.197335569	8.372941749
	70	21	21	13	33
	White	Non-White	Black	Hispanic	Black or Hispanic
Clinton	32.4%***			33.3%	33.3%
	N/A			0.00400521	0.00400521
	111			12	12
	White	Non-White	Black	Hispanic	Black or Hispanic
Coventry	31%	100%	100%	50%	60%
	N/A	2.069	2.068965517	0.568965517	1.56677116
	29	1	1	4	5
	White	Non-White	Black	Hispanic	Black or Hispanic
Danbury	16%	33.3%	33.3%	18.2%	26.3%
	N/A	1.216	1.216084656	0.026181818	0.70605848
	25	9	9	11	19

Table III.E.5.2: Chi-Square Test of Hit-Rate by Departments, All Consent Searches
2013-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Darien	45.3%	50%	50%	43.5%	47.6%
	N/A	0.130	0.129841487	0.02113134	0.051425945
	53	20	20	23	42
Derby	White	Non-White	Black	Hispanic	Black or Hispanic
	12.3%				
	N/A	1.907	1.907346491	1.640067912	3.487072946
	57	14	14	12	26
East Hartford	White	Non-White	Black	Hispanic	Black or Hispanic
	43.1%	38.3%	38.4%*	33.7%	36.5%
	N/A	1.098	1.043586199	3.235785981	2.352369669
	181	298	292	169	457
East Haven	White	Non-White	Black	Hispanic	Black or Hispanic
	18.2%	50%	50%	33.3%	40%
	N/A	1.193	1.193181818	0.403045231	1.243636364
	33	2	2	3	5
Enfield	White	Non-White	Black	Hispanic	Black or Hispanic
	25.5%	31.8%	30%	33.3%	29.7%
	N/A	0.381	0.181038324	0.492251678	0.25961696
	110	22	20	18	37
Fairfield	White	Non-White	Black	Hispanic	Black or Hispanic
	28.8%	26.9%	28%	26.5%	26.8%
	N/A	0.051	0.008577833	0.06063449	0.072347659
	73	52	50	34	82
Farmington	White	Non-White	Black	Hispanic	Black or Hispanic
	31.3%	25%	25%	15.4%	17.6%
	N/A	0.065	0.065454545	1.189903846	1.05393728
	32	4	4	13	17
Glastonbury	White	Non-White	Black	Hispanic	Black or Hispanic
	38.8%	36.7%	35.7%	27.3%	30.5%
	N/A	0.047	0.093283582	1.535538965	1.242806816
	147	30	28	33	59
Greenwich	White	Non-White	Black	Hispanic	Black or Hispanic
	15.7%	10.3%	7.7%	9.3%	7.5%
	N/A	0.445	0.973832196	0.853788292	1.99763904
	51	29	26	43	67
Groton City	White	Non-White	Black	Hispanic	Black or Hispanic
	22%	32%	33.3%	29.2%	30.4%
	N/A	0.820	1.015463096	0.424735824	0.802249988
	41	25	24	24	46
Hamden	White	Non-White	Black	Hispanic	Black or Hispanic
	20.7%	11.4%	11.4%		10.3%
	N/A	1.448	1.448464627	1.975528365	2.023504613
	29	70	70	8	78
Hartford	White	Non-White	Black	Hispanic	Black or Hispanic
	10%	26.1%	26.5%	17.9%	22.6%
	N/A	2.303	2.387266436	0.64614245	1.641840348
	20	69	68	39	106

Table III.E.5.2: Chi-Square Test of Hit-Rate by Departments, All Consent Searches
2013-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
Madison				14.3%	9.1%
				0.255041662	1.291866029
				7	11
Madison	White	Non-White	Black	Hispanic	Black or Hispanic
					12.5%
					0.418599919
					8
Manchester	White	Non-White	Black	Hispanic	Black or Hispanic
	35.8%	32.9%	32.9%	34.1%	32.3%
	N/A	0.151	0.150603561	0.036617972	0.274292928
	81	85	85	44	127
Meriden	White	Non-White	Black	Hispanic	Black or Hispanic
	9.6%***	33.9%***	34.5%*	20%***	26.3%
	N/A	11.851	12.24065226	3.239026893	8.145234913
	73	59	58	80	137
Middletown	White	Non-White	Black	Hispanic	Black or Hispanic
	39.5%*	29.2%*	29.5%	34.8%*	30.2%
	N/A	3.431	3.221792108	0.37124388	3.566174751
	258	106	105	46	149
Milford	White	Non-White	Black	Hispanic	Black or Hispanic
	25.6%	21.2%	21.6%	17.8%	19.8%
	N/A	0.806	0.660059176	1.887944054	1.999342492
	246	113	111	73	182
Monroe	White	Non-White	Black	Hispanic	Black or Hispanic
	30%			16.7%	10%
	N/A	1.632	1.632	0.443076923	1.6
	30	4	4	6	10
Naugatuck	White	Non-White	Black	Hispanic	Black or Hispanic
	16%	22.4%	22.9%	18.6%	20.9%
	N/A	1.145	1.290071366	0.178431824	1.009849566
	188	49	48	43	86
New Britain	White	Non-White	Black	Hispanic	Black or Hispanic
	25.7%	22.2%	22.4%	18.8%	20%
	N/A	0.426	0.376891098	2.480078184	1.955166032
	152	117	116	218	330
New Canaan	White	Non-White	Black	Hispanic	Black or Hispanic
	43.2%	12.5%	12.5%	62.5%	33.3%
	N/A	2.692	2.692329545	1.016504329	0.449630231
	44	8	8	8	15
New Haven	White	Non-White	Black	Hispanic	Black or Hispanic
	15%***	8.4%***	8.4%*	9.9%***	8.8%
	N/A	9.923	9.783707121	3.652441229	8.986455611
	254	989	985	355	1312
New London	White	Non-White	Black	Hispanic	Black or Hispanic
	28.6%	33.3%	29.4%	10.5%	20.6%
	N/A	0.117	0.00363607	2.200528348	0.533571727
	28	18	17	19	34

Table III.E.5.2: Chi-Square Test of Hit-Rate by Departments, All Consent Searches
2013-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
New Milford	30.2%	18.2%	20%		20%
	N/A	0.634	0.418637291	0.429107277	0.418637291
	43	11	10	1	10
Newington	White	Non-White	Black	Hispanic	Black or Hispanic
	11.4%	20%	21.9%	17%	18.8%
	N/A	1.400	1.910615764	0.780747956	1.604122565
	70	35	32	53	85
North Haven	White	Non-White	Black	Hispanic	Black or Hispanic
	25.9%**	4%**	4%	22.2%*	11.9%
	N/A	5.584	5.583992304	0.107027027	3.261838677
	81	25	25	18	42
Norwalk	White	Non-White	Black	Hispanic	Black or Hispanic
	14.2%	18.4%	18.5%	18.9%	19%
	N/A	1.119	1.15745954	1.081673422	1.582570335
	141	228	227	127	348
Norwich	White	Non-White	Black	Hispanic	Black or Hispanic
	32.9%	26%	26.1%*	23.3%**	24.8%
	N/A	2.369	2.314268697	3.301019236	4.324966033
	292	169	165	103	258
Old Saybrook	White	Non-White	Black	Hispanic	Black or Hispanic
	35.8%				
	N/A	2.151	2.150943396	2.150943396	4.165318958
	53	4	4	4	8
Orange	White	Non-White	Black	Hispanic	Black or Hispanic
	22.7%	25%	25%		31.8%
	N/A	0.026	0.026471613		0.458333333
	22	16	16		22
Plainfield	White	Non-White	Black	Hispanic	Black or Hispanic
	9.9%	16.7%	25%		12.5%
	N/A	0.278	0.920894701	0.436107103	0.055129029
	81	6	4	4	8
Plainville	White	Non-White	Black	Hispanic	Black or Hispanic
	25.5%	18.4%	18.9%*	39.6%	29.8%
	N/A	0.868	0.731518147	3.813733882	0.554283583
	204	38	37	48	84
Plymouth	White	Non-White	Black	Hispanic	Black or Hispanic
	14.4%	15.4%	15.4%	15.8%	12.9%
	N/A	0.008	0.008069801	0.022661212	0.045356112
	90	13	13	19	31
Rocky Hill	White	Non-White	Black	Hispanic	Black or Hispanic
	25%	28.6%	28.6%	11.1%	18.8%
	N/A	0.081	0.080547945	1.637314254	0.506866417
	84	14	14	18	32
Seymour	White	Non-White	Black	Hispanic	Black or Hispanic
					9.1%
					2.0625
					11

Table III.E.5.2: Chi-Square Test of Hit-Rate by Departments, All Consent Searches
2013-2016

		White	Non-White	Black	Hispanic	Black or Hispanic
Simsbury		48.3%	25%	25%	100%	40%
		N/A	0.768	0.768103448	1.034482759	0.117241379
		29	4	4	1	5
South Windsor		White	Non-White	Black	Hispanic	Black or Hispanic
		16.3%	21.1%	22.2%	20%	22.2%
		N/A	0.206	0.303208833	0.079680526	0.38738767
		43	19	18	10	27
Stamford		White	Non-White	Black	Hispanic	Black or Hispanic
		15.2%	8.1%	5.6%	22.6%	13.6%
		N/A	0.978	1.929425952	0.674964937	0.055335968
		46	37	36	31	66
Stratford		White	Non-White	Black	Hispanic	Black or Hispanic
		16.8%	23.7%	24.1%	18.7%	22.2%
		N/A	1.603	1.736481565	0.10349242	1.213469365
		107	114	108	75	180
Torrington		White	Non-White	Black	Hispanic	Black or Hispanic
		20.2%	15.2%	15.2%	27.3%	21.2%
		N/A	0.419	0.418906558	0.55369373	0.020989545
		114	33	33	22	52
Trumbull		White	Non-White	Black	Hispanic	Black or Hispanic
		26.8%	18.2%	18.8%	33.3%	24%
		N/A	0.908	0.77008216	0.307112676	0.117328891
		71	33	32	18	50
University of Connecticut		White	Non-White	Black	Hispanic	Black or Hispanic
		56%	60%	50%	85.7%	63.2%
		N/A	0.081	0.150576923	2.32907563	0.317730994
		75	15	12	7	19
Vernon		White	Non-White	Black	Hispanic	Black or Hispanic
		47.5%*	37.5%	38.9%	38.5%*	38.9%
		N/A	3.353	2.416118894	2.06438903	3.497379481
		320	112	108	78	185
Wallingford		White	Non-White	Black	Hispanic	Black or Hispanic
		42.6%	33.3%	32%	36.5%	34.3%
		N/A	1.578	1.93850537	0.986172746	2.486282307
		244	54	50	85	134
Waterbury		White	Non-White	Black	Hispanic	Black or Hispanic
		35.5%***	9.8%***	10%***	10.1%***	9.6%
		N/A	14.169	13.61324117	12.1644061	20.38933478
		62	82	80	69	146
Waterford		White	Non-White	Black	Hispanic	Black or Hispanic
		35.4%*	51.5%**	54.8%	35.3%	41.7%
		N/A	2.888	3.9772815	9.65623E-05	0.692222718
		130	33	31	34	60
West Hartford		White	Non-White	Black	Hispanic	Black or Hispanic
		49%***	32.1%**	33.8%***	31.5%***	32.4%
		N/A	8.254	6.473569803	15.45038733	18.45330639
		510	84	80	165	241

Table III.E.5.2: Chi-Square Test of Hit-Rate by Departments, All Consent Searches
2013-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
West Haven	16.4%	9.9%	10%**	3.9%*	7.6%
	N/A	1.463	1.392427644	4.696558773	3.77716647
	73	81	80	51	131
Westport	White	Non-White	Black	Hispanic	Black or Hispanic
	22.2%	22.1%	20.5%	18.4%	19.8%
	N/A	0.000	0.086343084	0.258779824	0.227251404
	176	86	78	38	116
Wethersfield	White	Non-White	Black	Hispanic	Black or Hispanic
	19.7%	15.3%	15.9%	14%	14.8%
	N/A	0.776	0.572120058	1.862586877	1.758133401
	203	85	82	136	216
Willimantic	White	Non-White	Black	Hispanic	Black or Hispanic
	37.7%	30.2%	31.7%*	27.2%*	28.6%
	N/A	0.798	0.492023054	3.175125548	2.806904811
	146	43	41	114	154
Windsor Locks	White	Non-White	Black	Hispanic	Black or Hispanic
					25%
					0.273504274
					8
Yale University	White	Non-White	Black	Hispanic	Black or Hispanic
	40%	20%	20.8%		
	N/A	1.496	1.332296296		0.294
	10	25	24		0.399327731
CSP Headquarters	White	Non-White	Black	Hispanic	Black or Hispanic
	29.7%	17.5%	17.1%	17.1%*	17.4%
	N/A	2.047	1.972054367	1.972054367	2.999375992
	74	40	35	35	69
CSP Troop A	White	Non-White	Black	Hispanic	Black or Hispanic
	30.1%	28.7%	28.4%**	19.2%	23.8%
	N/A	0.092	0.133983512	5.029397115	2.583025209
	259	143	141	120	256
CSP Troop B	White	Non-White	Black	Hispanic	Black or Hispanic
	30.1%	31.8%	35%	36.4%	34.2%
	N/A	0.026	0.197829776	0.351101325	0.238379123
	156	22	20	22	38
CSP Troop C	White	Non-White	Black	Hispanic	Black or Hispanic
	35.6%	40.5%	42.2%***	20.4%	32.1%
	N/A	1.336	2.250033275	12.26302011	1.058889663
	556	173	154	147	296
CSP Troop D	White	Non-White	Black	Hispanic	Black or Hispanic
	39.7%	35%	37%	44.3%	41.7%
	N/A	0.460	0.133568701	0.444681379	0.137969985
	305	60	54	61	103
CSP Troop E	White	Non-White	Black	Hispanic	Black or Hispanic
	27%	24.8%	24.5%	24.2%	24.1%
	N/A	0.206	0.249607535	0.207560538	0.484493487
	371	109	106	62	158

Table III.E.5.2: Chi-Square Test of Hit-Rate by Departments, All Consent Searches
2013-2016

	White	Non-White	Black	Hispanic	Black or Hispanic
CSP Troop F	45.6%***	23.8%***	23%***	20.5%***	22.1%
	N/A	8.935	9.441045439	8.142603273	14.05127071
	158	63	61	39	95
CSP Troop G	White	Non-White	Black	Hispanic	Black or Hispanic
	18.8%	16.3%	15.8%	15.5%	15.6%
	N/A	0.397	0.596026843	0.556086273	0.790729675
	149	257	247	142	372
CSP Troop H	White	Non-White	Black	Hispanic	Black or Hispanic
	26.9%	20.6%	20.9%**	15.6%**	19.1%
	N/A	1.996	1.773736782	5.779244435	3.944246003
	167	194	191	141	324
CSP Troop I	White	Non-White	Black	Hispanic	Black or Hispanic
	40.4%***	12.5%***	13.2%	36.7%**	24.6%
	N/A	15.665	14.16387529	0.217587646	6.26090937
	94	72	68	60	126
CSP Troop K	White	Non-White	Black	Hispanic	Black or Hispanic
	29.3%	21.5%	22.7%	22.5%	21.6%
	N/A	1.767	1.225622001	1.22256633	2.597297724
	215	79	75	71	139
CSP Troop L	White	Non-White	Black	Hispanic	Black or Hispanic
	26.6%	19.6%	18.2%	24.6%	21.6%
	N/A	1.023	1.414814496	0.105004841	0.993170471
	263	46	44	61	102